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NOVEMBER 1976

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November 1976
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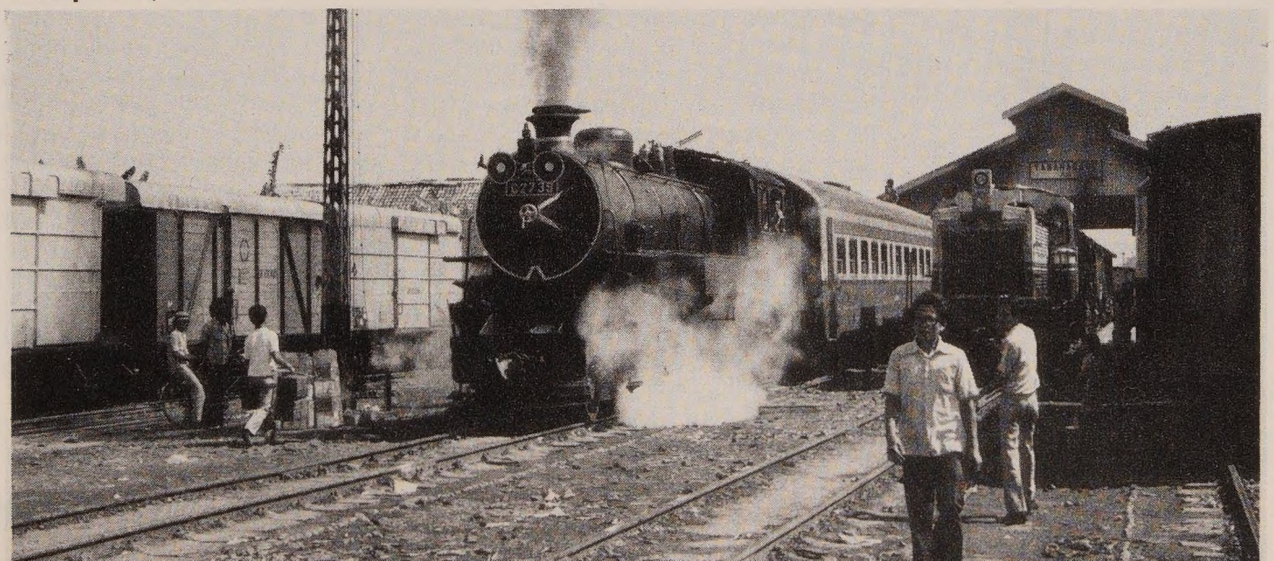
No. C2739 (4-6-4T) on Indonesian State Railway leaves Tanahabang station in Jakarta with local train on April 14, 1976.
Photograph by Richard Gilman



THE MAIL CAR where editors and readers meet

FRONT COVER shows a newly-arrived 2-8-0 (Baldwin, 1925) being unloaded from a flatcar at San Antonio, Florida, last June 27th for the Trilby, San Antonio & Cypress Railroad known as the Orange Belt. The engine had just been reconditioned at the Southern Railway's Birmingham. Shops and was essentially ready to run when this photo was made by Fred Clark, Jr., 312 Mariva Ave., Clearwater, Florida 33515. The tender was shipped separately by truck. The engine unloading procedure included jacking up the cab end of the flatcar and unfastening and rolling out the flatcar truck and then lowering the flatcar to the rails, all of which was a day's hard work.

Another steam color-shot, on page 65, shows a train on a now-extinct tourist line, the Goldrush Railroad, coming toward you, wheeled by 2-8-2 *Big John,* No. 192, at Pigeon Forge, Tennessee, on October 19, 1971. The scene was photographed by William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031, with a Yashica TL Super 35mm camera at F8 exposure for 1/250 second on Agfachrome film.

"Pass to Seattle"

WHEN an author sends us a story titled "The Dutch Drop" and the "Two-Legged Order" we think the customers deserve a new title and the editors an explanation. We've taken care of the first requirement by retitling it "Pass to Seattle." Now Harry Bedwell tells us all how he came to know about such technical obfuscations:

"My tendency to write fiction first became evident when, quite early in life, I worked at telegraphing for one of Jim Hill's railroads. The rules I broke in my novitiate, the trains I delayed by being asleep when they approached closely my order board, weren't explainable, in a letter, by unadorned facts, for the facts would have got me fired peremptorily.

"So I embroidered them fancifully, with some omissions and distortions, when reporting such incidents to the Old Man. This with some success. My more frank and formal fiction has had about the same luck—some. But you can't stop me from liking both.

"To become a boomer you must drift, and anyhow I wanted to see a mountain. That took me to the Denver & Rio Grande in Colorado and Utah, to night jobs on isolated crags where the echoes from the blast of big power bounced over Rocky Mountain peaks for a hundred miles. When an old-timer warned me that after just so long you began chasing those echoes, I moved on to get fired once from the Santa Fe and quit the Los Angeles & Salt Lake the same number of times before I came down to an altitude of 96 feet below sea level in a telegraph station on the Colorado Desert beside the Salton Sea.

"I have a photo which shows Jack Pelter, air-brake foreman for the Southern Pacific at Sparks, Nevada, demonstrating a steam locomotive, No. 4179, to my wife, Lorraine. The 4179 is a cab-in-fronter weighing 532,000 pounds on her drivers, and without the tender, which is about as big as the house I live in. She is really two engines in one and you have to take two looks to see the full length of her. They turned her around so the cab is on the head end. Romping about the roundhouse sidings in that cab, you slide through space at considerable height, which gives you a feeling close to flying.

" 'What type of engine is this?' my wife asked.

" 'She's an articulated Consolidation,' said Jack.

" 'But why do you have the cab on the front?'

" 'To give the enginemen fresh air through all those snowsheds between here and Roseville,' Jack explained patiently. 'With the cab behind that long boiler, they'd strangle on the smoke and fumes.'

"We watched a yard crew making a flying switch with skill and daring, and fell on talk of Dutch drops that hadn't turned out at all well, and two-legged orders that had resulted in cornfield meets.

" 'What is a Dutch drop and what is a two-legged order?' Lorraine demanded.

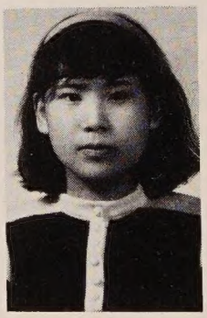
"Jack is a busy man these days, with the Government taking his trained machinists for its own purposes. So I had to define these operations. But you can't explain simple and sometimes destructive maneuvers in the bewildering terms you can use in dissecting an articulated Consolidation, and leave the layman too stunned to ask questions you can't answer. So, to make it easy on myself, I wrote Eddie Sand's experience of them in "Pass to Seattle'."

The foregoing is reprinted from *The Saturday Evening Post* of Oct. 4, 1941, from which we took the story itself, with permission. Xerox copies of "Pass to Seattle" and *The Post* commentary were supplied by *Interesting Railfan* Frank Kyper on behalf of the Railroad Publications business he operates at 20 Hilltop Drive, Burlington, Mass. 01803.

Here is a letter just received from Lyle C. May, 6537 N. 33rd St., Omaha, Neb. 68112: "I hadn't seen *Railroad Magazine* in years; but recently, while recuperating from surgery in a hospital, I found a copy on a news-stand and read a story by my old mentor at dispatching, Harry Bedwell, now long gone, God rest his soul!"

The Personality Parade

I AM a Korean girl of 16 in high school. Our co-educational school has about 1,500 students between the ages of 12 and 19. I am a school monitor and a leader in our English language club. We learn how to speak and write English at the club. With us, English is a required subject, but it is very difficult for us to master your language. We are eager for a chance to practice English. We hope some readers of *Railroad Magazine* in any English-speaking land will write letters to us. Getting pen pals would help our English. We want to learn about your country: its history and geography, its railroads, culture, daily life, customs, and so on. And I think this correspondence will contribute to increased mutual understanding between your country and ours.



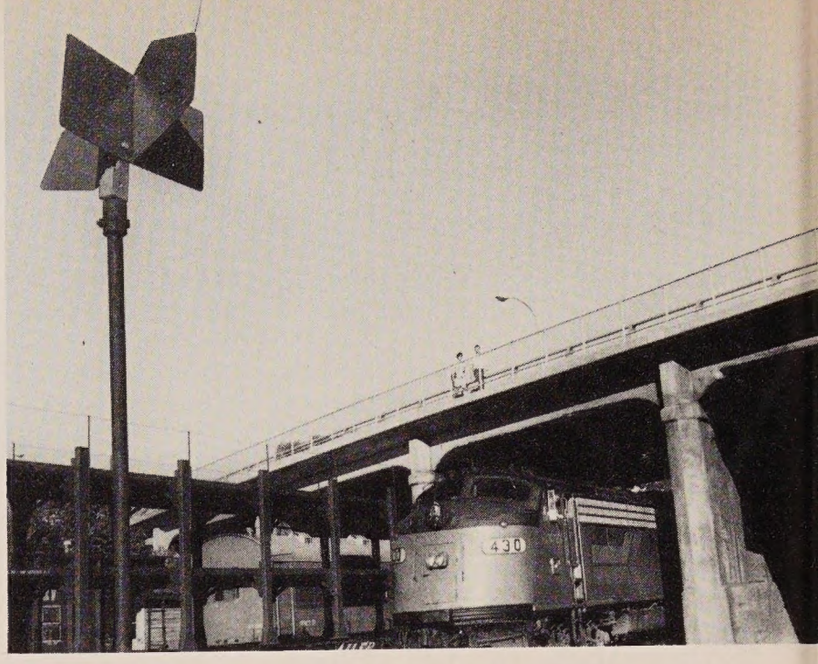
Keunsu Jang

The rumor that we might get overseas pen pals spread rapidly to each of our English language clubs. They want me to get pen pals. I have promised to share my letters with them. We will answer all mail, regardless of age, sex, occupation, or religion.— (Miss) Keunsu Jang, care of English Club, 18-59 6th Street, Eulji-yo, Jung-gu, Seoul, Korea.

(Ed. note: Any reader who answers this appeal should make a special point of writing or typewriting very clearly, especially the names, so your letter can be read easily. The message Keunsu sent to us was beautifully pen-printed. In reply, use short and simple words that will not be too hard for this lovely, talented, foreign girl to translate. The letter which answers you will probably have pretty Korean stamps on the envelope. It might be a nice idea for you to use commemorative stamps on your own envelope. U.S. airmail to Korea costs 31 cents a half-ounce.)

"Shall I shoot in color or black and white?" Teresa Giles gets her camera ready to photograph abandoned Seaboard Coast Line trackage south of Clearwater, Fla., on a hazy warm day last June.

Fred Clark, Jr., 312 Mariva Dr., Clearwater, Fla. 33515



One of our very few female photo contributors, Madeleine de Sinety, now Mrs. Daniel Behrman, is so eager to take railroad pictures that she visited the tracks in Ann Arbor, Mich., with her camera on August 3rd a few hours before her baby was born. Above: two of the shots she made there. (Left) Crew of Speno ballast-cleaning crew train on a siding. (Right) Amtrak train *Executive* westbound from Detroit to Jackson. The other photo, by Dan, shows his wife and tiny son, Thomas J.E.B.

ANYONE living in East Germany, as I do, and interested in western countries and particularly such things as railroads will not find a lot of information over here. Since I began to collect material on American railroads three years ago, I have been trying to get railroad-oriented pen pals. I am a dispatcher in a container terminal. I wrote to many railroads and railfan organizations, but got very few replies. Howard F. Greene, president of the Railway & Locomotive Historical Society, gave me the address of *Railroad Magazine.* Your editor sent me a copy of it. Every page contains much information about railroads and people that makes me happy to read. Your magazine helps me to tell my friends about the United States.—Reinhard Weule, Spandauer Str. 4, 02.02, 102 Berlin, East Germany.

RICHARD B. OGILVIE, 53, former Governor of Illinois, has been nominated by President Ford to succeed William B. Scranton on the board of the U.S. Railway Association, Scranton resigned to become U.S. ambassador to the United Nations. If confirmed by the Senate, Ogilvie will be paid on a $300 per diem basis.

AFTER her portrait and information about her hobby had appeared in this magazine, Miss Evelyn Fuller, 2160 Heath Rd., Hastings, Mich. 49058, received letters from railfans, trainmen, and enginemen in many parts of the U.S. and Canada. With her mail came train-picture postcards, photos, train orders, unused railroad pencils, calendars, matchbook covers, etc. Most of this material she has put into a huge scrapbook. A generous reader even sent her a new book, *The Pennsylvania Railroad,* by E.P. Alexander, one of our *Interesting Railfans* and a former member of our staff. Evelyn is thrilled by this deluge of correspondence. She answers each letter personally.

THE CLODFELTER piece in August issue is perhaps the best *Interesting Railfan* article you've ever had. Of course, Frank is one great subject and comes up with some tremendous quotes. And "Bakehead Hennessey" in that issue is a perfect story. Dellinger is as sparing with words as a good fireman is with coal—not a sentence wasted!

Since gaining access to other American magazines in your field on local newsstands I have come to appreciate *Railroad* all the more. You are performing a unique function by getting railroaders to write and letting them see their stories in print. At this moment, 9:45 p.m., a ConRail freight in Ann Arbor, Michigan, blows for the crossing along the Huron River in the park. Must be bound for Detroit. There are no crossings on the Michigan Central for a good three miles. It's a nice sound to hear while I am writing to you.—Dan Behrman, (home address) 4 Rue Joseph Bara, Paris, 6e. France.

(Ed. note: Dan has done some professional writing for us in connection with the rail-photo contributions of his beautiful and talented wife, Madeleine de Sinety. Both are steam fans. They live in Paris, France, but came to America for a few weeks for the birth of their baby, Thomas John Emanuel Behrman, who was born in Ann Arbor shortly before midnight on August 3rd. We hope he, too, becomes a railfan.)

GRAND TRUNK WESTERN offers $5,000 reward for information leading to the arrest and conviction of the person or persons responsible for killing GTW engineer K.J. Podlewski, who was fatally injured on July 13th by a bottle thrown at the locomotive in which he was working as a fireman-helper in

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Chicago. *Modern Railroads* magazine has added $500 to this reward, making a total of $5,500.

Also killed on the job was James Quale, switchman and legislative representative of Local 1042, United Transportation Union, shot while riding a Katy train in Oklahoma City, Okla. The gunman escaped.

JOHN GAWEL, a Canadian National engineer, age 21, was on a southbound freight train just north of Waterloo, Ont., when he spied three children playing on the tracks. He applied his brakes and blassted his whistle. Two of the kids ran clear, but nine-year-old Brenda Grosz "froze" on the spot. John quickly got out of his cab and climbed along the front of the engine. Then he shoved the girl off the tracks into the bushes, just in time! But when Brenda lifted her head, it was cut and bruised by the passing caboose. Constable Paul Grosz, investigating the accident, arrived before he realized his own daughter was involved.

JAMES M. SYMES, who capped a 50-year career with the former Pennsylvania Railroad as chairman of the board, died at age 79, reports L.P. Cummings. He started his rail career as a clerk in Pittsburgh, after attending college only briefly.

"Now that I look back on it," he said, "I think that the four years I spent under those tough railroad men did me more good than if I had spent four years in college."

As president of the Pennsy from 1954 to 1959, he reduced the amount of track by 3,000 miles and cut the number of employees by 60,000.

"My job in the history of this road," he stated, "was to put it through transition, I've tried to take the big, beat-up system we came out of the war with, shrink it, and rebuild it."

After retirement, Symes remained as a director until 1968, overseeing the merger of the Pennsy with the New York Central, forming the now-defunct Penn Central.

BECAUSE I am a girl of 16, my parents will not let me go on fantrips alone with groups of male strangers. But I love railroads. One of my grandfathers worked for the New York subway system when it was still under private ownership. My own interest in trains started about five years ago when a good friend introduced me to *Railroad Magazine.* We both began frequenting the Erie Lackawanna tracks a quarter-mile from home. Sometimes when we heard a freight train coming we'd drop everything and run the quarter-mile to see it.

A Midwesterner gave me a list of females who worked for railroads or were railfans or model railroaders. I corresponded with one fan, a girl in Pennsylvania, for almost two years. I am now a model railroaders myself and member of the NMRA, as well as a railfan. Although I photograph trains, I am not yet skilled at it.—Marylou Wellbrook, 3 Dunnder Dr., Summit, N.J. 07901.

EVEN at age 92, Lad G. Arend, a *Railroad Magazine* author and photographer, just can't stop riding the rails. He lives in a remodeled railroad car and still works as a conductor. Lad is a shortline boomer, having worked for 21 pikes, including his present line, the Strasburg Rail Road, in the Amish country of southeastern Pennsylvania.

Lad's home is the third train car he has converted. It sits on tracks and has a hand-made railroad-crossing sign outside to identify the owner. He got it from the New York Central Railroad in 1942, put in a kitchen, heating stove, and sleeping quarters, and furnished it with old railroad seats for chairs and old Pullman seats for a bed. The walls are covered with pictures of trains and mementos of his many years in railroading. Even his curtains have trains printed on them.

JOE BELL of Phillipsburg, N.J., who managed to get his head caught between two railroad ties in a police chase, was arrested and fined $72 for criminal mischief. Joe was one of several teenagers throwing rocks from a railroad bridge over the Lehigh River. Several rocks hit a police patrol car, which gave chase. The other kids escaped, but Joe fell, got his head wedged between the ties, and was quickly caught.

Whistling Hogger

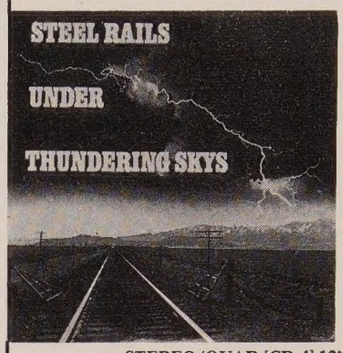
AFTER reading an article on "Whistling Hoggers" in your magazine in 1942, I began collecting and making locomotive whistles. Since then, on my first odyssey to the Cass Scenic Railroad at Cass, W. Va., I became acquainted with Artie Berkley, an engineer on that road—in my opinion, the greatest living quill artist.

While lounging on a boulder, waiting for the down train from Bald Knob, I heard the unmistakable mournful music of a Norfolk & Western "hooter." The notes rose and fell in unison, followed by a catchy little tune, and then died out. As I am a mechanic for Bill Purdie on the Southern Steam Specials in the summer season, I have heard the best of the remaining "lonesome" whistlers on the Southern; but none of them can touch Artie for that downright "chill-to-the-bone" call.

After being introduced to him, I spent a delightful evening listening to tapes of Artie and his 35 whistles, many of

RECORD of the MONTH

SB 4505 Steel Rails Under Thundering Skies



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which he has made himself out of auto-exhaust pipes and brass pipe. A close friendship evolved from this meeting. We swapped whistles for use and I started to dream of developing my own blowing style. Compared to Artie, I'm only a novice. He and a neighbor, Rich Carter, have spent evenings at the coal dock in Cass exchanging whistles and filling the air with quill talk. This echo-chamber impact was that of a superhuman voice calling. Artie has one special whistle for which he is noted in blowing names of whomever he wishes to call to.

Although he is only 28, Artie Berkley has boomed around railroad jobs as far away as the Western Pacific but always returns to his native Cass. He is a modest man, wanting only to rebuild and run locomotives and extend his personality through his whistling. He is one of the last practitioners of this past art, many a grayheaded whistling hogger having blown his last call.—Robert B. Hunter.

Canada Heard From

SOME changes have been made in the three years since Federal Industries Ltd. of Vancouver bought White Pass & Yukon Corp. Ltd., which operates trains, container ships, and a pipeline to serve the Yukon. Management of the transportation subsidiary, down to the senior foreman level, has almost completely changed. Cost-saving measures have been implemented and more than 100 employees have left. The work force has stabilized at about 860.

CP RAIL has received delivery of 300 new tri-level auto rack flatcars from National Steel Car Corp. Ltd. of Hamilton, Ontario. The 89-foot, four-inch cars, each capable of carrying up to 18 automobiles, will be used in service between General Motors' plant at Ste. Therese, Que., and various U.S. destinations.

CANADA SOUTHERN RAILWAY is asking two U.S. rail lines to settle various claims totalling millions of dollars arising from a 999-year lease granted by the Canadian company in 1903. In a letter to the trustees of two former U.S. lines—Penn Central and Michigan Central, it asks for the appointment of an arbitrator to deal with the claims. The CS, which owns 230 miles of rail line between Niagara Falls and Windsor, is now controlled by ConRail.

One of the fifteen GT26cw models of freight locomotives built for the Algerian National Railways is being tested at the General Motors-DD plant in London, Ontario, Canada, before being shipped overseas. They look quite handsome, having a biege body and red bands with a black top and trucks painted a silver gray.

Al Howlett, 24 Kenwood Crescent, Lomdon, Ont. Canada N5Y 3W7

"Elephants on Track"

BACK IN THE DAYS of telegraph keys, hand-written train orders, and steam locomotives, train crews

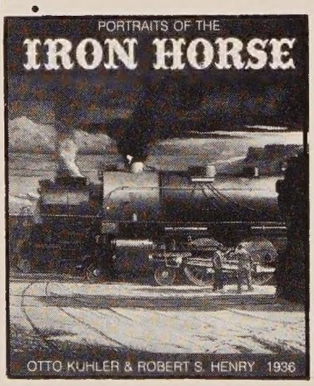
Last steam run of the Mobile & Ohi terminates at Brownsville, Alabama on June 22nd, 1970.

Photograph by Virgil C. Sta

PORTRAITS OF THE IRON HORSE

A COMPLETE REPRINT OF LOCOMOTIVE HISTORY FROM THE OLDEST ENGINES TO THE "STREAMLINERS".

First published in 1936 by Otto Kuhler and Robert S. Henry.



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running out of Cranbrook, B.C., on the Canadian Pacific's Crow's Nest line were somewhat startled one day in August, 1928, to receive this unique train order: "To all trains west. Keep lookout for elephants on track. Advise if sighted, from first telegraph office, giving location."

Such an order in India or Africa might have been a normal procedure—but not in the Canadian Rockies. Well, sir, I was firing out of Cranbrook shortly afterward and an engineer told me the story. Some elephants, wearied by long travel and confinement, were being unloaded from stock cars on a Sells-Floto Circus train to rest and exercise, when a barking dog stampeded them. Four of the big fellows rushed off into the surrounding bush. Soon they were miles away. To help in the search, the dispatcher at Cranbrook issued that unusual order.

In the next few weeks, as the days grew colder, no train crew sighted the elephants, but some native Indians walking through the area reported having seen them. The circus management sent out a trainer with a trusted decoy elephant to round them up. Eventually, three of the runaways were recovered. The fourth bull is said to have succumbed to severe weather in the high altitude, just as most of the animals in Hannibal's army perished of cold and exhaustion while crossing the rugged, snowy Alps more than 2,000 years ago.

Another version says the fourth Sells-Floto pachyderm was killed by a bullet from the rifle of an unknown person, possibly a scared trapper. Incidentally, all circus elephants, regardless of sex, are called *bulls.*—Bert Lanning, 717 Pandora Ave., Victoria, B.C., V8W IN9, Canada.

(Ed. note: The very first elephant shipped to America, long before there was a circus or a railroad in this country, was exhibited in barns throughout Maine for a 10-cent fee. She walked from one barn to another at night with her owner, who boasted in his regular spiel that no bullet could penetrate her tough hide—it would only bounce off! A teen-age yokel believed him and shot the elephant for the fun of watching his bullet bounce off. But instead of bouncing, it killed the poor beast.)

Our Monthly Newscast

INVESTIGATION of the removal of guard rails from three 35-year-old railroad bridges over the Miami River in Ohio is urged upon the Federal Railroad Administration by the United Transportation Union. Noting that six years have passed since the Federal Railroad Safety Act of 1970 was enacted, UTU National Legislative Director Jim Snyder said the FRA begged off issuing bridge standards, claiming bridges were too complex a matter to be included in its first set of regulations for track safety. But they've not been promulgated yet.

"It is time FRA issued bridge and tunnel regulations," said Snyder. "Many railroad bridges and tunnels were built long ago, and their inspection and repair has suffered the same as the roadbed deterioration throughout the country."

THE SIERRA RAILROAD in California became more scenic the other day when three junk vehicles and parts of two others on the right-of-way were loaded by a crane onto a flatbed car and hauled away by a vintage steam locomotive, reports R.K. Limonson of Sausalito, Calif. Use of the train for the day cost $1,701, which will be paid from the highway patrol's vehicle abatement fund. The fund was set up in 1973 when the California Legislature levied a $1 tax on all vehicle registration. About $11 million remains in the fund, which originally totalled $16 million. In the past three years the state has removed some 106,000 abandoned vehicles.

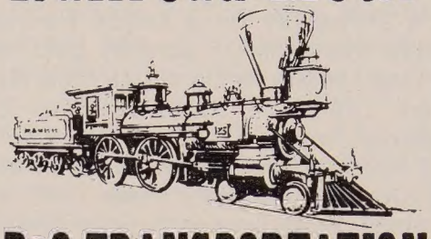
A SKIN-IRRITATING gas escaped from a tank car in a 17-car Louisville & Nashville train derailed at Bay ST. Louis, Miss. The gas is used in making nylon. It spread over the town before fire-fighters finally stopped the leak. later.

NEW YORK STATE has gone to court to block the bankrupt Erie Lackawanna Railroad from selling its car float equipment, saying it is needed to maintain marine freight operations in New York Harbor.

CONRAIl has awarded its first operating contract calling for between 300 and 400 miles of continuous welded railway track to Chemetron Corporation's Railway Products division of Chicago. This rail will be welded by Chemetron at Conrail's Toledo yards within the next 12 months. Welded rail is produced by aligning standard 39-foot rails and quickly heating the rail ends with electrical impulses. The white-hot rail is then rammed together, forging one continuous string of rail 1,500 feet in length. Excess metal is automatically removed, the weld ground to finished form, and the strong of rail passed through inspection before being stacked for shipment.

FREEDOM TRAIN'S visit to Baton Rouge, La., yielded a net profit of $2,527 to the city's Bicentennial Commission. Some 52,700 persons visited the train during its stay. Total gross on the event was $7,416 and expenses $4,889.

Gifts with a Railroad Motif



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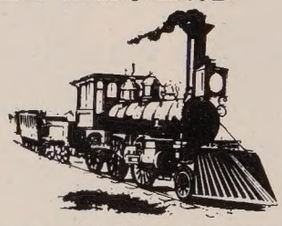

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The Train-Riding Cat

FUJUI, a male Siamese cat, is now a qualified railfan. After he had traveled more than 2,000 miles and was gone for two weeks, much of that time as a stowaway on a Union Pacific freight train, the UP actually paid his fare back home via United Airlines! Not even Tom, the fictional hero of Freeman Hubbard's out-of-print book, *The Roundhouse Cat,* had such an adventure and certainly never rode an airplane. Fujui lives with Gene North, age 42, in Greenville, Ohio. His odyssey began with hitching a ride on a plumber's truck. Gene missed the pet he'd had for two years, spent several days searching the area for him, and had given the animal up for lost when he got a telephone call from Spokane.

"At first I thought someone was playing a helluva big joke," he said. "But I was finally convinced that my cat was in the State of Washington. You know, a couple of thousand miles is unbelievable. Fujui had never before gone 30 feet out of the yard."

After the cat jumped from the plumber's truck, he apparently boarded a freight train on nearby tracks. He wound up in a cooled boxcar at the Kaiser Aluminum and Chemical Corp. plant near Spokane, half starved. The railroad calculated he had travelled 2,079 miles by train. Employes at the plant nursed the wanderer back to health and then contacted Gene North, whose name and address they found on a tag on the cat's collar.

"I guess Union Pacific felt responsible since the cat wound up on one of their trains," Gene commented, "so they picked up the entire tab of flying the cat back to me."

The Pass Was Stolen

FIFTY-FIVE years ago, when I was secretary to Superintendent A. Ewing of the Santa Fe at Las Vegas, N.M., we had been in Raton, N.M., for three or four days in business car 19. The boss told me to arrange to have the car moved to Las Vegas on No. 7, Fast Mail-Express, the next morning. No. 7 was due to leave Raton at 3:10 a.m., arriving Las Vegas at 6:00 a.m. Because we'd be handled on the rear end, we had to leave the car unlocked when we retired so that trainment could get through to the rear end enroute, if necessary.

The boss had an annual pass reading: "A. Ewing, Car and Five Employes." Normally there would be but two employes, the cook and myself; but sometimes others, often John Roach, division engineer. This one pass would include all of us, making it unnecessary for each to produce his transportation.

No. 7 ran late that night. We were just getting up around 7:00 a.m. a few miles out of Las Vegas, when the conductor came back. He told Mr. Ewing he was sorry to disturb, but could he please see his pass.

The boss turned to me. "What did you do with it?"

I replied: "Why, I put it on your little table in the rear, like I always do."

Conductor: "Well, it isn't there now."

Boss, to me: "Did you weight it down?"

Reply: "I always do."

Boss: "Well, you probably forgot to do so last night. It must have blown out the rear door."

He was determined to find that pass. We practically turned that room upside down looking for it, but in vain. He even told the Second District roadmaster, old Jack Elliott, to instruct all section foremen between Raton and Las Vegas to be on the lookout for it along the track. All the time I was blamed for carelessness.

A few months went by. The scene now shifts to Raton, which had a large roundhouse and facilities for making all but major repairs. The master mechanic and staff were located there. All manner of items and supplies were being missed or stolen. Suspicion focused on a Mexican roundhouse laborer. A search warrant was obtained and his little house searched.

A surprising amount of material was found, even items which hadn't yet been missed. I believe they found even a locomotive bell and, wonder of wonders, our annual pass! The man was obviously a kleptomaniac. It would have been difficult for him to sell much of this material and he could never have used that pass. Apparently, that night in Raton while we were waiting for No. 7 to pick us up, he had entered the car and stole the pass.

We also carried in the car a big sheet of trip passes. These were perforated like sheets of postage stamps, each pass measuring about 3x5 inches. There were an interfold carbon and a second sheet. Space at the bottom was provided for a counter-signature. The boss's chief clerk, D.F. Todd, was authorized to countersign. All of these passes had been countersigned in blank. Once in a bluemoon, when we were out on the line, it was necessary for us to issue a pass to some employe.

I kept this sheet of passes in a locked drawer in my typewriter desk in the car. One day when we were in Santa Fe, N.M., I had occasion to unlock this drawer and discovered, to my horror, that this sheet was missing. Recalling the commotion the boss made when I had apparently "lost" his annual pass, I dreaded telling him about a much worse loss.

Anyone acquiring this sheet of passes would merely have to put them in a typewriter, insert a name, occupation, origin, and destination and have unlimited free transportation all over the Sante Fe system. I timed my announcement just right, waiting until the boss was deeply engrossed in reading a big file of correspondence and studying some blueprints.

I said: "You know those trip passes we carry in the car?"

He replied with a grunt.

I continued: "I don't know what happened, but I can't find them anywhere." With his mind still far away, he replied absently: "Well, notify Todd and have them bulletined."

Bulletin boards all over the Santa Fe system soon had an announcement about this loss, giving the serial numbers of these passes, so conductors could confiscate them if presented. None ever were. It's still a mystery to us all.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

Railroading Overseas

AUSTRALIA'S Victorian Government has set up a special committee to combat vandalism, reports Hayman Kreiman, P.O. Box 3, Drummond, N.S.W. 2047, Australia. It will concentrate on railway vandalism. Vandals have caused more than $500,000 damage in the past few weeks to passenger trains, stations, and other property. The committee will investigate more effective ways of recovering the cost of damages from offenders, or possibly from their parents.

BECAUSE of frequent sandstorms, neither overhead nor underground signaling cables are used on a new 70-mile railway in Jordan, near the Saudi Arabian frontier. Instead, a high-frequency radio system operates block sections and provides communication between train crews and control.

THE WORLD'S highest lake, Titicaca, 12,500 feet above sea level, between Peru and Bolivia, is now being crossed by train-ferry service with a new ship owned by the Peruvian National Railways. The vessel has both standard and meter-gage tracks on its train deck to haul both countries' rolling stock.

VERY FEW countries have no railway systems. One of them, Afghanistan, is planning such a system. European specialists have drawn up a project for building 875 miles of line to link the Iran network in the west with Pakistan lines in the east.

BRITISH RAILWAYS' decision not to transport homing pigeons after July 1

was denounced as a "tragedy" by some fanciers still using rail services, particularly for the return of stray birds. BR's reason is that new government restrictions on carriage of unaccompanied livestock cannot economically be overcome. Animals also affected include unaccompanied cats and dogs. Some categories of livestock, including day-old chicks, can still be sent by Rail Express Parcels service, reports *Railway Magazine.*

Ants and Fireflies

JAPANESE TRAINS SOMETIMES are halted by ants. According to the *Daily Yomiuri,* trains were stopped for as much as fifty minutes on the Dosan main line in central Shikoky. Why? Because the insects had entered a relay receiving box and tripped the contact, turning the signal red and halting trains.

Last November, ants penetrated automatic crossing machinery, stopping rail traffic near Matsuyama, on the Yosan Line. Japan National Railways employees in Shikoku have been placing naphthalene in the crossing machinery to keep away the troublesome insects.

For the past five years, Japanese plants have been building the new railcars and sleeping cars used for day and night service in New Zealand. In future, however, N.Z. Railways will build their own rolling stock because of balance-of-payment difficulties.

Japanese National Railways, four years into a ten-year plan to get the system into a profit by 1982, have launched a further plan to cut costs. It includes strengthening discipline, appointing younger men to senior positions, more-efficient operation, and sale of redundant assets.

Just as the old Colorado Midland in the U.S. used to run wildflower excursions, so did the Japanese used to run special train excursions to beauty spots where fireflies were abundant. But not now. Throughout Japan, as elsewhere, the pretty lightning bugs have been sadly decimated by the fumes, the pavements and the chemically fouled waters that came with modern agriculture and economic growth.

Japanese fireflies are not as well known internationally as cherry blossoms or the flowers of the peach and plum trees. But they are a cherished phenomenon nonetheless. The firefly is a fragile symbol of summer that in recent years has also become a living sentimental reminder of more innocent good times gone by. ●

Children hop rides on third-class coach as local train with 4-6-4T No. C2739 on Indonesian State Ry. accelerates out of Tanahabang depot, Jakarta, last April 14.

Richard Gilman, 8320 Marina Pacifica Dr. North, Long Beach, Calif. 90803

AMTRAKING ACROSS THE COUNTRY

Photos and Text by

BILL WITHUHN

Turboliner 68/69, with engineer Harold Armstrong, shown enroute from Milwaukee to Chicago.

BLACK FRIDAY, we called it: April 30, 1971. On that day, the privately-operated American passenger train ceased to exist in most parts of this country. It was the close of an age. On May 1, 1971, the national experiment called Amtrak picked up the pieces and glowingly promised to "revitalize" the trains.

Last May marked the end of Amtrak's fifth year. After a half-decade of rolling under the Amtrak banner, is the American long-haul passenger train worth traveling again? Press releases and ads aside, what is life really like for the rail passenger these days? Let's take a coast-to-coast voyage by Amtrak and find out, first-hand.

We'll ride west to Chicago on the recently-inaugurated *Lake Shore Limited*, then to Los Angeles on the train touted as Amtrak's best, *The Southwest Limited*. Next we'll head north on *The Coast Starlight* to San Francisco and return to Chicago on *The San Francisco Zephyr*. We'll ride to Milwaukee and Detroit on the French-built *Turboliners*. Finally, we'll point eastward and home on *The Niagara Rainbow*. Along the way, we'll collect impressions and see what's good and what's bad.

Our 6600-mile journey begins at Syracuse, New York, on a humid night in May, 1976. The little Syracuse station lies on the outskirts of town. It is a makeshift affair inherited by Amtrak from the Penn Central. The PC-green paint is faded and the floor faintly smells of spilled soft drinks. About a dozen people gather for the 12:00 midnight arrival of the westbound *Lake Shore*.

The young station agent makes out tickets and resolves a couple of reservation mix-ups for some boarding passengers. He is competent and his courtesy and helpfulness are impressive. Conductor G.P. Myers, a short, trim, and cheerful veteran of 37 years in train service, collects sleeping-car tickets in advance. Crews change here at Syracuse, and Myers will take charge of the train from this point to Buffalo.

The Lake Shore is running about ten minutes off the card and at 12:10 it bustles in behind SDP40 598 and E8 341. The consist tonight is fairly standard: a baggage car, four coaches, a diner, a parlor car, and three sleepers. In sleeper 2802, *Halifax County*, a ten-roomette, six-double-bedroom car of C&O heritage, porter Lee Moses has my bed turned down and ready ahead of time. My room is spotless and everything works. The SDP's horn sounds departure, and as we accelerate into the night it becomes clear that we are on good, smooth track, conducive to a sound night's sleep. Withal, we're off to a good start, it seems.

At dawn, the train is running along Lake Erie, parallel to the Norfolk & Western (ex-Nickel Plate) freight mainline. Conneaut, Ohio, sweeps by the window. Conneaut is not an Amtrak stop these days, but the sight of the old

NKP roundhouse area and the high NKP bridge brings back memories of Berkshire 759's resurrection and test trips from here. Preserved Berkshire 755 is visible near the Conrail track as we zip by.

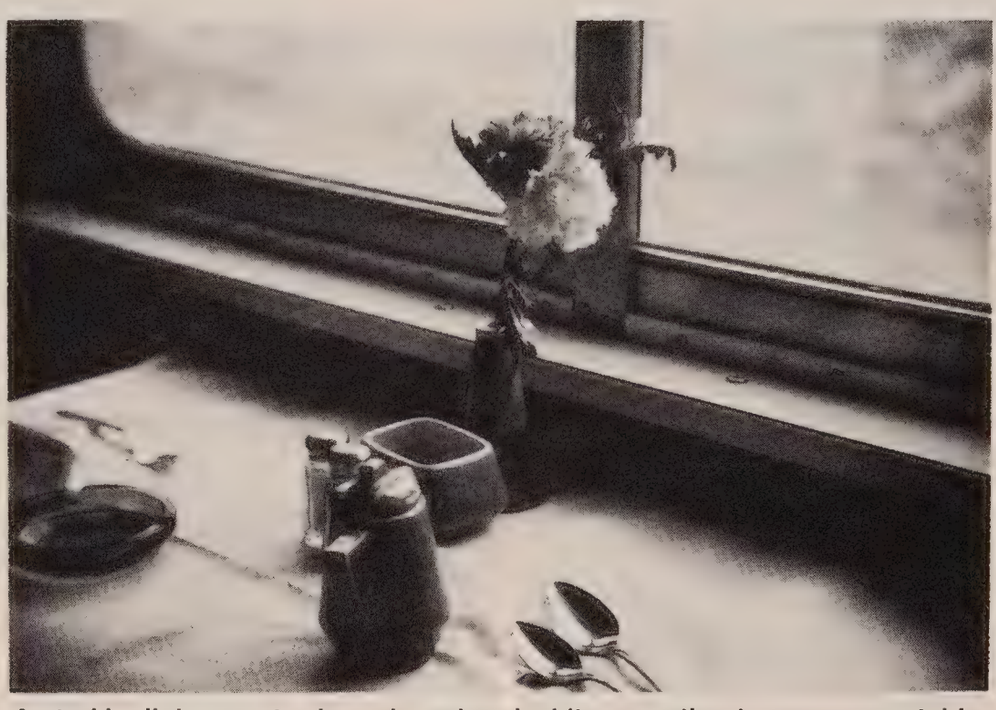
At 7:30 *The Lake Shore* is in Cleveland and back on time. Mr. Moses is prompt with his wake-up call; as he knocks on my door he says breakfast is being served in the diner. I also find some of his handiwork in the shoe locker: my beat-up old shoes come out with a fine shine. It will be interesting to see if such service continues throughout the trip.

Breakfast is tasty and generous. The menu plugs Amtrak's special French toast, so I fill out my meal check accordingly. Though the diner is crowded, service is prompt, and the French toast, side order of ham, and coffee arrive hot and nicely served. Though the syrup comes in those infernal little plastic cubes (whatever happened to hot syrup in a pitcher?), there are ample supplies. The French toast, extra-thick slices of bread with a pan-fried crust of batter on all sides, is quite good.

RIGHT on the timetable at 2:40 p.m. and on the heels of a satisfying lunch, *The Lake Shore* pulls into Union Station in Chicago. Here, the free redcap services and free baggage carts take the hassle out of suitcase handling. (Free redcap service and/or free baggage pushcarts are available at all Amtrak stations, which is a real boon.) The layover in Chicago until *The Southwest Limited's* 6:30 p.m. departure will allow a reacquaintance with the "Windy City's" most famous terminal.

Union Station is an excellent example of how to tailor a classic big-city edifice to the present-day traveler. The great old building fronting on Canal Street has been well preserved; still there in full glory are the Roman-columned facade outside and the high vaulted ceiling inside supported on its gold-topped Corinthian columns. A large section of high-backed, traditional, wooden benches graces the marble floor. But farther inside the station, a wholly new and separate passenger

Relaxing in dome lounge of *The Southwest Limited* on way through New Mexico.



Amtrak's dining-car trademark: red and white carnation to grace your table.

San Francisco Zephyr, just arrived on track 26 in Chicago's Union Station.

Second cook L.C. Pritchett (left) and chef Bill Lux prepare lunch on *The Southwest Limited.* Lux wears old cloth hat from years on *The Super Chief.* (Above) Waiter P. Wommock serves dinner, as steward Bill Brazley looks on.

lounge has been built especially for long-haul passengers. Well-lit, air-conditioned, with soft upholstered chairs in abundance, and with an information desk and a television arrival / departure monitor in one corner of the room, the new lounge takes the discomfort out of a layover. The usual restaurants and newsstands are adjacent.

At 6:00 p.m. comes the announcement that *The Southwest Limited* is ready for boarding. *The Southwest* is probably fated to live forever in the shade of Santa Fe's great *Super Chief*, but in 1976 *The Southwest* is an impressive train nonetheless. Today, SDP40's 516 and 518 front fourteen cars: two baggage cars, a crew dormitory car, four Hi-Level coaches, a Hi-Level diner/lounge, a dome lounge, a second diner for sleeping-car travelers, and four sleepers. All cars are ex-Santa Fe.

Porter Joe Peloski takes my bags to bedroom H in sleeper 2219, *Indian Song*. Again, as in *The Lake Shore*, the accommodation can't be faulted. There are icewater, hot water (and plenty of it), ample soap, fresh towels, enough cups, and everything works that's supposed to, from the lights (all of them) to the little fan (which is reasonably quiet). The air-conditioning seems just right. There is, however, one piece of inoperative equipment: each of the old *Super Chief* rooms were equipped with a multi-channel music and PA system, but this system has been disconnected on all cars, due to a lack of repair parts.

The Southwest moves out "on the advertised" at 6:30 and gets right up to speed on the Santa Fe's smooth ribbon rail. Dinner seems a pleasant prospect, and dining-car steward Bill Brazley shows me a table.

All Amtrak diners carry virtually the same menus at reasonable prices. (You'd pay about the same, and often more, for an equivalent meal in a good restaurant.) The similar menus for all trains take some of the fun out of train-hopping; but on the other hand, a separate bill-of-fare for each name train would undoubtedly raise the cost sharply. The current menus have such a variety and choice of entres that you would probably have to ride across the country three or four times before repeating yourself.

As for preparation of the meals, Amtrak need not apologize. Out of Chicago, I decide to try the broiled trout. It is beautifully boned, juicy, and well served, piping hot. Along with the entre comes a baked potato with butter, peeled carrots, and warm rolls. Soup (good) and a salad (crisp) precede the main course. Hot coffee and apple pie with ice cream round things out handsomely. The motions of a dining car on good rail surely constitute one of the best aids to digestion known to man. Having such a fine meal to work on makes the experience complete.

After-dinner entertainment on the train is a problem for some riders, but not for those who enjoy people and good conversation. Although *The Southwest* is well patronized this evening, the dome lounge is not crowded. There's room for small groups to get together, and animated conversations are in full swing. Fellow rail buffs tend to spot each other, but tonight I get more than I bargained for: a voluble track-equipment salesman from Oklahoma. We enjoy each other's company till well past the witching hour, trading yarns.

Santa Fe conductor John Casick calls flagman on walkie-talkie, as *The Southwest Limited* prepares to leave La Junta, Colorado. Looking on is veteran Amtrak porter, Lee Phillips.

San Francisco Zephyr plunges into one of many long snowsheds on SP's Donner Pass route.

Little towns of northern Missouri flick by in the darkness, and stars wink through the dome overhead. The dome is exceedingly quiet and smooth, but we notice that the once-famed Turquoise Room under it is closed. This once-special part of *The Super Chief's* services is now just a repository for crew baggage.

THE NEXT MORNING, we're averaging 80 mph across western Kansas. Sleeper 2613, *Pacific Gardens*, which provided the through connection from New York on *The National*, was added to our train in the wee small hours at Kansas City and now brings up the rear. *The Southwest* gives complimentary coffee and orange juice in the morning to all its passengers; and the porter, Mr. Peloski, brings it to my door with his wake-up call, as I asked him last night. Peloski has worked for Amtrak only two years, but his service is first rate. Now I ask you, what can beat relaxing late in bed in the morning, sipping coffee, while the grain fields of Kansas catch the morning light outside your window?

After a solid breakfast of head chef Bill Lux's ham and eggs, potatoes, toast, and coffee, we arrive in La Junta, Colorado, for servicing, a third SDP, and a crew change. Conductor John M. Casick takes over the train. He has been 35 years with the Santa Fe, and this trip will put him within ten trips of his retirement.

John is a gregarious and good-looking man whose tall, athletic build belies his years. He enjoys talking with passengers and has stories to relate about conducting *The California Limited, The Chief, The El Capitan, The Super Chief,* and other famous Sante Fe trains of the past. He likes to tell us now about his apple orchard near Taos, New Mexico. He looks forward with relish to retirement and full-time with his orchard. In season, John and his wife run a small fruit stand on the highway between Taos and Santa Fe, some 22 miles southwest of Taos.

"Come on by anytime," he says, a broad grin on his tanned face.

SDP40F 508 now leads 516 and 518. Out of La Junta our route turns southwest as we begin our approach to the Sangre de Cristo Range and Raton Pass. At the desert-mountain town of Trinidad, we cross the river with the suggestive name of Purgatoire, and begin the assault on "the Pass of the Rat". The scenery is barren and desolate, but you know we're in for a pull; the timetable allows an hour and four minutes for the 23 miles from Trinidad, Colorado, to Raton, New Mexico. At the summit is Raton Tunnel and the highest point on the AT&SF: 7622 feet. Flanges squeal in the tight curves.

From Raton, we run south, parallel to the Sangre de Cristo. After a quick stop at Las Vegas, New Mexico, we climb the pretty Glorieta Pass, with its sweeping curves and stunning vistas. Conductor John Casick comes by my seat in one of the Hi-Level coaches and we have another chat. The following remarks are his own:

"You know, like all conductors, I work for my railroad and not for Amtrak. But I feel that if Mr. Reistrup had been president of Amtrak from the beginning, we'd be five years farther along. Since he became president, there's been a turnaround in morale, and I notice that the Amtrak employees are really pulling now. When Mr. Reis-

trup first came to Amtrak he went all around the system and talked personally with every employee he could, either individually or in small groups. That personal touch really makes a difference."

Porter Lee Phillips, with 31 years' service, sits down across the aisle. "I'll back up Mr. Casick one hundred percent," he says. "I've been with Amtrak from the beginning, and Mr. Reistrup is the best thing that ever happened to us. When we give good service, we know it will count with him."

The reader can make of these remarks what he will, but I can attest that, in 6600 miles, I did not find one Amtrak employee who was not courteously doing his full job, plus a little more.

At Glorieta, we wait on a long passing track for the eastbound *Southwest Limited*. Both *Limiteds* are running about a half-hour late. The meet goes smoothly, and soon we're rattling downhill to Lamy and Albuquerque. At the pink, Spanish-styled, little station in Albuquerque, our train pauses long enough to have its windows cleaned by a mobile window-washing machine, while kids sell afternoon papers on the platform.

When *Southwest Limited* stops at Albuquerque, N.M., a window-washing machine rolls up one platform and down the next covering both sides of it.

BY NEXT MORNING we're across Arizona and climbing out of Barstow, California, for Cajon Pass. Just as on the previous morning, there is a wake-up call from Mr. Peloski with steaming hot coffee and cold orange juice, and you find shined shoes in the shoe locker. Last night's delicious dinner of medium-rare New York steak with mushroom caps would seem to preclude breakfast, but who can resist the aroma of ham, eggs, French toast, pancakes, bacon, and other marvelous smells now floating down the corridor out of Bill Lux's kitchen?

The train has made up its time, and we pull into track 10 at Los Angeles Union Passenger Terminal a few minutes early at 9:00 a.m. It's a long walk from trainside to the main waiting room here, but several electric carts meet the train to haul bags for detraining passengers. The service is free and is much appreciated. Though the famous old Fred Harvey restaurant is long gone, LAUPT is still a gorgeous station, and it's worthwhile to poke around its wood-beamed caverns.

The Coast Starlight makes its northward run to Oakland (with 30-minute bus connection to San Francisco) in daylight hours, so we'll go coach. For convenience, I catch *The Starlight* at Glendale, a few minutes north of LAUPT. The little mission-styled Glendale depot is an immaculate gem of restoration, gleaming in fresh white paint. The agent checks a through bag for me. On time, *The Starlight* rushes in at 10:17 a.m. behind two SDP's. The 555—known as the "Triple Nickel"—is on the point. Coach 4519 is an ex-Santa Fe car with full leg-rests, and attendant Sid Massey shows me a window seat. He stows my carry-on bag in the luggage rack at the end of the car. The full leg-rests make for a fine seat.

Mr. Massey is courteous and helpful, but the same cannot be said for the conductor today. The latter is curt in collecting tickets, and obnoxious with passengers. An elderly lady is upset at his abusive manner. Another passenger remarks: "You should get used to it, ma'm; that's the way the conductors often are on this train." The elderly lady does not seem consoled.

At Oxnard, we pick up a mob of school kids going to Santa Barbara, about a 50-minute ride. This fine attempt at public relations fizzles when it becomes apparent that the tickets for the pupils and their teachers have been overbooked. There are just not enough seats, even with kids doubling up in many of the seats, and the teachers having to stand. Trainman A.D. Swain and attendant Massey do their best to make things right, but whatever the cause of the mix-up, the teachers are not happy.

Despite this problem, the ride north along the beautiful Pacific shoreline is thoroughly enjoyable. The diner, under chef Cleve Jacobs and steward Jim Allen, serves excellent meals. The reconditioned lounge car on *The Starlight* is tops indeed. Its two rows of swiveling cafe seats down one side and a third row down the other side, with small tables interspersed, make the layout seem conducive to friendly conversation among small groups. Soft music plays from a tape system. To this passenger at least, the great lounge surpasses any cramped sky-borne lounge—such as in the 747's.

The full consist of *The Starlight*

today is a baggage car, a baggage-dormitory car, eight coaches (all with full leg-rests), the lounge, the diner, and two sleepers. Regrettably not included is a dome car, but Amtrak simply doesn't have the equipment to supply one to this train. Nonetheless, *The Starlight* to Los Angeles from San Francisco (and on to Seattle) runs along one of Amtrak's prettiest routes. The lovely climb out of San Luis Obispo, with its sharp curves, tunnels and marvelous views is a highlight of the run.

Maintaining the good on-time record of our trip so far, *The Starlight* squeals to a halt at Oakland's 16th Street Station at 8:05 p.m. The big, classic station is a bit down at the heels these days but has full services. Baggage checked through to San Francisco is loaded promptly on the bus without delay by the station personnel, and the connection over the Bay Bridge is direct.

NOW IT'S TIME to head back East. Departure date is June 21st—the first day of summer. Our train is *The San Francisco Zephyr* out of Oakland for Chicago at 10:55 a.m. This time SDP's 580 and 626 lead thirteen cars: a baggage car, a baggage-dormitory car, five coaches, a lounge with counter seats, a diner, and four sleepers. The cars are a mixed bag of ex-CB&Q, UP, and Santa Fe equipment. The diner is an ex-Kansas City Southern car, built in 1948 for the *Southern Belle*. One of the five coaches is tacked on the rear; it will come off at Sparks, Nevada (near Reno). There are no dome cars between Oakland and Denver. For those who remember the domes (up to five) of the old *California Zephyr*, this is a shame indeed.

Despite the lack of dome cars, the ride across the San Joaquin Valley and up the Sierras over Donner Pass is spectacular. Not far from the Sacramento station (*The Zephyr's* second eastbound stop in California) you can see the "old town" area of Sacramento under intensive restoration, with its recreated 19th-century railroad depot being built. This large, authentically recreated station will soon be the site of the new California Railroad Museum. The Pacific Coast Chapter of the Railway & Locomotive Historical Society, under Fred Stindt, has labored long to help make this museum project a success.

Leaving Sacramento, we cross the American River, and there we see the preserved Southern Pacific "cab-forward" articulated 4-8-8-2 No. 4294 sitting on a track at the nearby SP shops. The old mountain-battler looks all dolled up in a fresh coat of black paint with white trim. This was SP's last steamer. Perhaps she'll find a resting spot at the new museum one of these days.

The weather is gloriously clear, and the views of the forested American River Canyon near Colfax and of Donner Lake atop the ridge are without peer. We dodge in and out of a total of 26 tunnels and snowsheds; and on the westbound track, long freights pass. The great snowsheds are an SP trademark; on top of the 7000-foot pass is a snowshed covering a full locomotive service-area and turntable.

However, things are not going so well in the diner and in one of the sleepers. The air-conditioning in these two cars has quit. Conductor John Pitkin opens some of the vestibule Dutch-doors to get some air moving through the cars and to keep the temperature under some control. Even so, passengers in the affected sleeper are uncomfortable, but they appreciate Pitkin's efforts. He is big and cordial, with a well-tended red beard and handlebar mustache, and he shows tact in a tough situation.

Our train walks right through downtown Reno, makes a quick stop there at 5:30 p.m., and then moves the three miles farther east to Sparks, for a crew change and

Visibility wasn't good, but ride was smooth on *Coast Starlight* to Pt. Conception, Calif.

servicing. At Sparks, the coach at the rear end is pulled off, and then car-men and mechanics heave to on the ailing sleeper and diner. Flagman Rudy Griener, with 27 years in train service, is a member of the fresh crew. Rudy hails from Carlin, Nevada, and often works *The Zephyr* between Sparks and Ogden, Utah. "Those car-men do a fine job keeping the old cars running," says Rudy. "Those cars are 20 and 25 years old, and there just aren't any spare parts for the air-conditioning, power systems, and so on. When something goes wrong, those boys often have to jerry-rig something. But they usually get them going all right."

The car-men bang around for some time underneath the diner and the bad sleeper. We depart from Sparks at 6:40 p.m., about a half-hour late. The sleeper has been repaired, to the relief of its passengers, but apparently the old diner's air-conditioning could not be cured. Nonetheless, the diner's crew under steward Lawrence Harper does an excellent job. At the dinner hour, it's around 80 degrees in the patron section, but it must be 100 in the kitchen. Despite this, the meals come out as promptly and as well prepared as ever. Mr. Harper's crew deserves real credit.

Back in sleeper 2652, *Silver Butte*, an ex-*California Zephyr* car, porter Bob Slattery has my bed turned down. During the day, he pitched in to help make the passengers in the ailing sleeper as comfortable as possible, though that car was not his own. Bob is a University of Illinois student who works for Amtrak in the summer months, when ridership is high. Passengers praise him for being helpful and courteous.

THE NEXT DAY, the train climbs through the lovely Echo Canyon of Utah, bound for Wyoming on UP rails. This is former "Big Boy" country, and tons of old cinders can be seen on either side of the tracks, their countless layers half-hidden under the buckbrush. Once in Wyoming, the train holds 90 mph for much of the way, as 90 is now the passenger-speed limit for much of the UP's Wyoming Division. The track is good, and we race along, the telephone poles a blur.

Over Sherman Hill between Laramie and Cheyenne, we take the "old line" via Sherman and Borie. This is the "classic" route over one of the most famous hills in railroading. Long rows of snow fences attest to the winter blizzards that are common here. The country is mostly rolling grassland, with few trees at the 8000-foot level.

At Denver, I lay over a day and catch *The San Francisco Zephyr* on the following evening. And in this city the eastbound *Zephyr* gets its dome cars—a quaint practice, inasmuch as all the dome-worthy scenery is west of Denver. Even so, domes only east of Denver is the standard practice. The question arises: why not trade the domes operating east of Denver for a like number of coaches and lounges that now run west of Denver, and put the domes in the territory where they would do some good in attracting ridership? A crewman explains that the Southern Pacific doesn't want the domes over Donner Pass in winter, for reasons of safety. The present arrangement still puzzles the average passenger.

But our eastbound train is a real beauty in the classic manner. Gleaming SDP's 620 and 623 are set before fifteen freshly-washed cars: three baggage cars, one dormitory/baggage car, three leg-rest coaches, one dome coach (ex-*California Zephyr* dome *Silver Stirrup*), one dome buffet-lounge (full-length dome above and lounge below, a car built for the *Hiawathas*), an ex-*CZ* diner, four sleepers, and—lo and behold—at the end a beautiful boat-tailed dome observation car (ex-CZ *Silver Lookout*). The train is gorgeous and so is the service.

In sleeper 2202 with the charming name *Silver Thrush*, porter Moyse Howard holds sway. Mr. Howard has been on the rails 33 years, most of that time with the old Pullman Company. He is strictly "old school" in the grand Pullman manner. To top off the experience, my accommodation in bedroom H has Pullman blankets on the bed. Fortunately, no so-called railfan has stolen them as yet. Mr. Howard attests that pilfering by "fans" of sleeping-car gear is a real problem for Amtrak.

Except for exceedingly rough track for several hours east of Denver (the worst track in my long trip), the ride to Chicago is a joy. Steward Arthur Narred in the diner heads a first-rate serving crew, and chef T.M. McCall's meals probably can't be excelled anywhere on the system. Both McCall and some of the serving crew are young, but they know their business.

The steward explains a feature of Amtrak dining for the high-ridership summer months that helps ease congestion in the diners and, more importantly, is a boon to traveler on a budget. This is the "early dining" special supper menu. If you present yourself to the steward between 4:00 and 5:40 p.m., you can have a choice between a baked turkey or a sirloin steak entre, complete with vegetables, desert, and beverage, for $3.25 (adult) or $1.75 (child). The meal is properly prepared, not a "quickie," and at the price is impossible to beat. The price is a particular boon to the budgets of travelers with families in tow.

At the Galesburg, Illinois, stop, preserved CB&Q 4-6-4 Hudson 3006 is visible near the South Seminary Street station. Soon thereafter, at 1:30 p.m., *The Zephyr* enters the depths of Chicago's Union Station on track 26, five minutes early.

TO MILWAUKEE, we'll try one of the new French-built *Turboliners*. There is an easy connection at Union Station to the afternoon *Turboliner*, train 325, leaving at 4:30 p.m. The consist is the standard five-car set, with power cars 65 and 66, and a buffet snack shop in the center car.

The ride is surprisingly smooth and quiet. At both ends of each car are two sets of air-operated glass doors inside: one set separates the vestibule from the over-coupler area; the other set separates the vestibule from the seating area. Consequently, noise from the vestibules is markedly reduced. At 70 mph, the ride is excellent.

From Milwaukee to Detroit, we can take the through *Turboliner* that stops in Chicago. This is train 324/352, which gets a new timetable number in Chicago but continues through after a 20-minute

layover. The set with power cars 68 and 69 is on today for the 11:45 a.m. departure from Milwaukee's new and modern-styled station. Again, the acceleration is quick, the ride is nice. At speeds below 50 or so, there is a very light lateral action in the cars, but at 70 everything is good.

The supplies of sandwiches and drinks in the snack shop are ample, and the attendant can heat your sandwich in a microwave oven if you wish. Back at your seat, there is an airliner-style fold-down tray, which is much appreciated for coach travel. Unfortunately, the comfortable reclining seats don't recline very far; this is strictly day-train seating.

At the Niles, Michigan stop, a new crew member boards the train. This is passenger service aide Lois Demps. She is employed by the Michigan Department of Transportation. Lois, and others like her, help with passenger problems and complaints, and provide information about connecting schedules and Amtrak services.

Detroit's grand downtown station at 16th and Michigan looms ahead, and we arrive right on time at 8:20 p.m. The old Michigan Central station still handles ten trains a day, though this is a shadow of former times. Some deserved renovation is in progress in the marble lobby area.

The Niagara Rainbow from Detroit to New York City is the renamed *Empire State Express*. At 8:00 a.m. the E8 447 departs with a train of five cars: a baggage/dormitory, a coach/snack-bar, and three coaches. Between Detroit and Buffalo, *The Rainbow* runs north of Lake Erie in Canadian territory via Windsor, St. Thomas, and Fort Erie. The ride through the lush farmlands of southern Ontario is beautiful indeed, but Lexan windows in the coaches somewhat obscure the view. Amtrak should reconsider its decision to substitute Lexan plastic for safety glass in its cars. With every washing, Lexan takes hundreds of tiny scratches; soon these windows will resemble frosted glass.

Customs inspections on this international train are no hassle. A special coach at the rear is reserved for travelers boarding or detraining in Canada, and customs inspections are handled in this car. Travelers going straight through from Detroit to Buffalo need not go through customs at all, provided they stay on the train at all stops in Canada.

At Buffalo, E8's 441 and 442 are substituted for 447. While 447 is an ex-Pennsy unit, the 441 and 442 are ex-Louisville & Nashville locomotives and the only two engines of original L&N parentage in Amtrak service. These veterans are nearly a quarter-century old—a long odyssey from the lines of "The Old Reliable" and service on the *Pan American*. Also at Buffalo, the train windows are washed, another coach is added.

The last lap of our trip is going eastward toward Syracuse and home. The conductor who took over the train at Buffalo comes down the aisle looking for seat checks—and who is it but G.P. Myers, the same one who took us west on *The Lake Shore* for the first lap of our journey a month before. Myers sports miniature locomotive lapel-pins, and he loves his work. He was born and bred a New York Central man, like his father before him.

At 4:00 p.m. he rouses me from a nap and says: "Here's Syracuse, where we both get off." As the train pulls in and the detraining passengers wait in the vestibule, he wipes down the handrails with a rag, as he has done for so many years. It is a fine traditional touch, a fitting conclusion to the trip.

ON REFLECTION, what can we say about service in 1976? Santa Fe conductor Casick pointed out the good morale of Amtrak employees, which I found to be true throughout the trip—except for one obnoxious SP conductor on the West Coast.

I found sleeping-car services excellent—on only one morning were my shoes not shined from the shoe locker—and every porter I encountered was competent and helpful. Dining-car services also were first-rate. The food is certainly not *haute cuisine* from "The Four Seasons" restaurant, but is tasty, promptly and expertly served, and fairly priced. Amtrak meals can hold their own against many fine restaurants. As for cleanliness of the cars inside and out, it was faultless. And, for the most part, trains were on time.

Amtrak will soon be receiving the first of 235 new double-decked Bi-Level cars from Pullman-Standard for service on long-distance trains. These cars will help solve the occasional mechanical problems that still bedevil Amtrak equipment from time to time. It seems amazing that Amtrak does so well in keeping its present fleet in such good working order, in view of the fact that it lacks many key spare parts for the mechanical systems, and there being little interchangeability of components, due to the welter of various designs on different railroads. The new cars will go a long way toward solving these problems.

In addition, more Amfleet cars are due for the medium-distance trains; and more Rohr-modified *Turboliners* will go into service. The first of seven new *Turboliners* arrived in July for use between New York City, Buffalo, and Montreal.

Amtrak can stop apologizing for itself. It is now firmly implanted in the national scene and, under Paul Reistrup's leadership, is doing the first genuine marketing to attract new customers that it has ever done. Amtrak may always require a subsidy in order to exist, but why should it make excuses for that? Our airlines could not fly without the tax-supported Federal airway, radar, and approach-control system, and our bus systems would fall without the Federally-financed interstate highway network.

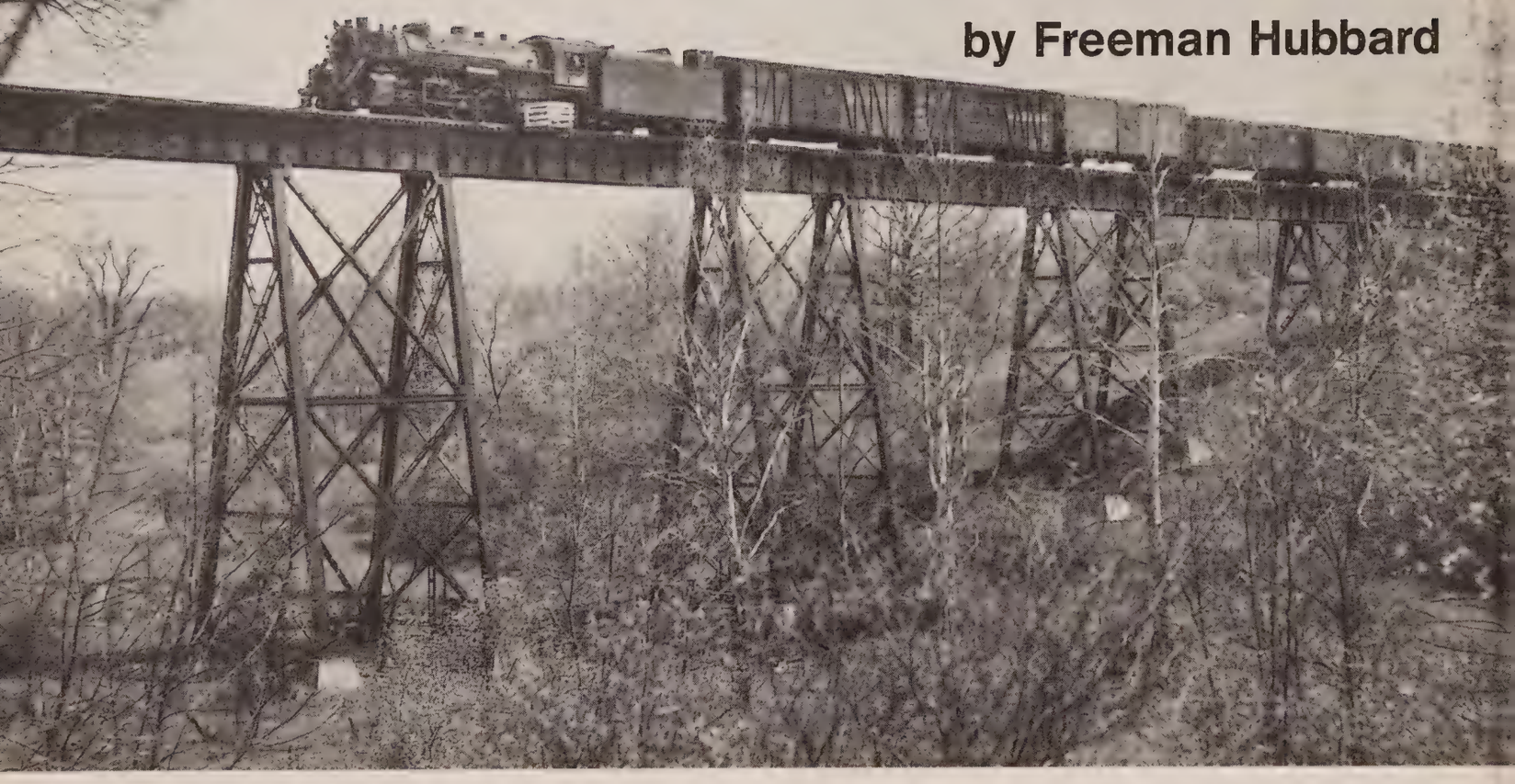
Airlines and buses pay only a small fraction of their fair share of the cost of maintaining the airways and highways; the rest of their fair share is borne directly by the taxpayer as subsidy. In truth, Amtrak is financed no differently in its total operation from an airline or a bus line. As a full partner in America's transportation scheme, with its service improving rapidly, Amtrak is here to stay.

(Next month, Bill Withuhn will tell us what he learned while riding the cabs of Amtrak locomotives.) ●

Interesting Railfan No. 167

RICHARD J. COOK

by Freeman Hubbard



Westbound mixed train 95 crossing Rocky River near Medina, Ohio, behind Mike 404 (Lima, 1940).

Photograph by Richard J. Cook

I ADMIT my ignorance. I thought that in order to be on the staff of *The Locomotive Engineer,* the weekly international newspaper of the Brotherhood of Locomotive Engineers, you had to be a veteran of the throttle and airbrake. But Richard J. Cook, whose only significant railroad employment was three "fascinating" years as operator-leverman in tower service, is the associate editor of the BLE paper of about 60,000 circulation without ever having been an engineer himself.

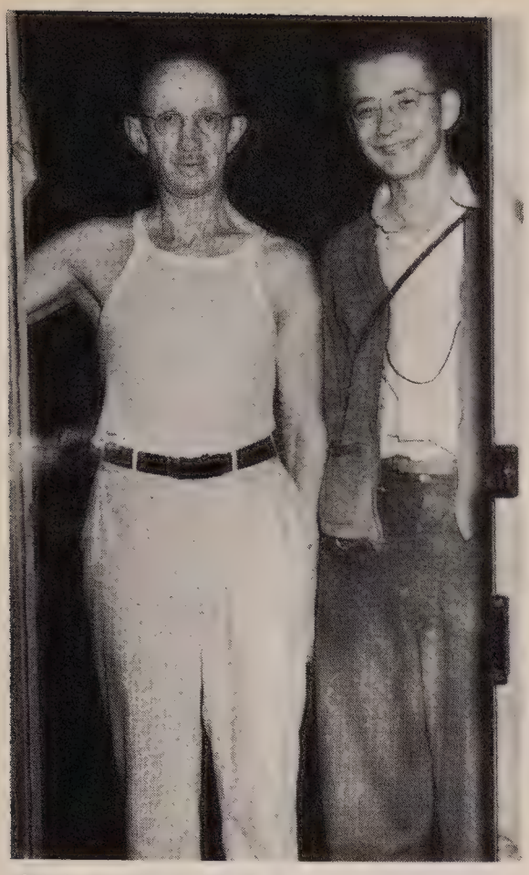
Why he landed that job we'll come to later. But first he had to be born, which occurred on March 9, 1923, in East Cleveland, Ohio. His late father was a printing salesman and cost accountant analyst, and some of the printer's ink must have rubbed off on Dick. Our *Interesting Railfan* had a couple of distant relatives in the railroad field. One greatgrandpa was a conductor on the old Portage Railway, a predecessor of the Pennsy, which hauled up canal boats in sections, by rail, over the summit of the Allegheny Mountains. And a greatuncle was assistant secretary and treasurer of the Bellefonte & Snow Shoe line, also in Pennsylvania.

The boy's earliest childhood in East Cleveland was spent at the foot of the elevated "Belt Line," a small but busy part of the New York Central. Many nights he was awakened by the "popping off" of the switch engine used in the construction of the Cleveland Union Terminal Railroad. He remembers that in those days—which he'd like to see back again, as who wouldn't?—the Central, like numerous other roads, had clattering yard goats with sloping-back tenders, being built that way to aid visibility in switching.

He enjoyed, too, going by streetcar to Cleveland's Euclid Beach amusement park because he crossed an overhead bridge at Collinwood above the hot tracks, the yards, the tall-stacked shops, and the noisy roundhouse. He found that ride even more exciting than a daredevil roller-coaster at the Beach. The pervasive smoke and steam of moving engines and cars, with their din and acrid smells, stirred his imagination.

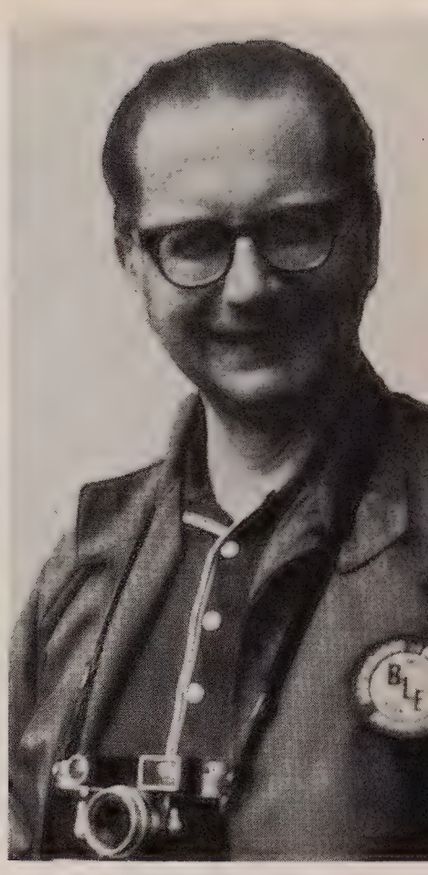
Later, after the family had moved to the west-side suburb of Lakewood, Dick began bicycling for about a mile up to the NYC's lakefront mainline to watch the evening "fleet" roll by in all its smoky grandeur: the *Ohio State Limited,* the *Pacemaker,* the *Advance Commodore Vanderbilt,* the *Commodore Vanderbilt,* and then, as a fitting climax, the *Twentieth Century Limited,* flagship of the fleet. Without knowing it, he may have waved at John Johns, one of the *Century's* blue-uniformed, brass-buttoned conductors, who was then writing fiction stories for *Railroad Magazine.*

Dick was fast becoming a railfan. In about 1936 he received a box camera for Christmas, but he still had a lot to learn. His earliest pictures were mostly blurred



Dick at 18 on camping trip with dad in mountains of central Penna. in '41.

Dick as a harpist with the Cleveland Orchestra. "The harp that once through Tara's halls . . ."



Recent portrait of Richard, made by Frank Clodfelter.

shots of passing trains, taken only in daytime. *Railroad* was the first publication in its field that he encountered. He read it religiously. It inspired and instructed him. Of course, he joined the magazine's *International Engine Picture Club*, the free predecessor of our present *Switch List*.

"I don't recall it ever doing me any good," he muses, "except that it seemed satisfying to belong to something connected with railroads. At that time I had a newspaper route. As soon as I could raise enough money from it to buy a better camera with a faster shutter speed and a more sophisticated lens, I started taking better pictures of trains in action. Also, I expanded my original Fisher Road train-shooting location to include other parts of Cleveland."

THEN HE GOT a job with Eastman Kodak Stores in Cleveland. It enabled him to afford a used Graflex, 3¼x4¼, thus further improving his photo technique. The boy was then doing his own developing, printing, and enlarging in a clothes-closet darkroom. Which means he was on his way.

"In my early years of learning about railroading," he tells me, "I was on my own and most of my knowledge of the subject came from the eagerly-read pages of your magazine. I have saved all those old copies, later adding others to my collection, and now have a *Railroad* file complete from October 1933 through June 1952."

Two of his favorite spots to watch trains were Linndale station and Berea, both in Ohio. Little did he dream then that at future dates he'd be working in both places as an operator-leverman. At Linndale, the Cleveland Union Terminal electrics were put onto eastbound passenger trains while steam was being replaced on the westbounds. From there also, trains departed to the Toledo Division and further west, and to the Big Four en route to Cincinnati and St. Louis. Berea likewise had plenty of action. All the shining steel of New York Central lines west from Cleveland met there and separated into the Big Four and the main stem to Chicago, making it one of the Central's busiest points.

Another of young Dick's beloved railroads was the Nickel Plate; he found its steam power clean and exciting. Those 700's wheeled their strings of freight at great speed. His trips by rail—with a big Graflex camera and a bike—took him to such cities as Toledo, Cincinnati, and Chicago. The bike, of course, was tucked away in the baggage car; but his small suitcase, strapped to its luggage rack, was removed for the train ride.

America's entry into World War II scuttled his plans to buy an automobile. During the war he kept on riding trains, but reluctantly avoided rail yards, junctions, and roundhouses, which were out of bounds for security reasons. Most of the photos he made in those days showed moving trains out on the line, away from congested areas. Constantly on the lookout for railroad bulls and city cops, he never stayed long in any forbidden spot.

"Once at Fostoria, Ohio," he tells me, "I had been shooting and was done for the day. A railroad special agent trailed me for several blocks. Aware that I was being followed and without a car in which to 'escape,' I let him catch up with me. After some questioning, he took me to the local police station for more grilling and demanded my film. I had to part with my valued sheet-film magazine which had only two exposures in it. A month passed before I got it back. Even then, I had to go

Richard J. Cook is a camera artist, and not only of railroad subjects. This summertime placid scenic of his is hung in the Cleveland Museum of Art.

Dick Cook in action at Asheville, N.C., 1972, photographing locomotive engineer W.G. Galloway in front of Southern's GP-38 No. 2828, 2000-hp EMD.

Photograph by Frank Clodfelter

through a lot of red tape with the FBI and the U.S. marshalls to get it released. The film they developed for me came out okay. It proved I hadn't photographed any 'vital' installations; and the two shots are still in my files."

Today, as photographer for the Brotherhood of Locomotive Engineers, his photo trips are limited almost entirely to BLE work. When he does take an engine or train picture he tries to compose it to show more than a mere "wedge" of motive power and cars. Like other good camera men, he often frames his views by using a tree, a shadow in the foreground, a signal bridge, a fueling facility, or even human beings to one side or in the foreground to add interest.

He shoots hundreds of people, many of them locomotive engineers in and near their engines. Due to the nature of his job, Dick has probably been in more—and in a wider assortment of—locomotive cabs than anyone else except for Federal Railroad Administration inspectors or roundhouse workers. His experience in photography and around railroads and writing about them led to his being hired as associate editor of *The Locomotive Engineer.*

Prior to that, his early years of picture-taking had resulted in his getting a position in a commercial photographic studio in Cleveland. There, for eight formative years, mostly during the war, he learned and practiced his trade. Industrial assignments had a special appeal for Richard Cook, for they permitted him to get a close look at factories and heavy industry in operation. This included tours of foundries and steel mills.

"Unfortunately," he sighs, "the railroad assignments in those days were few and far between. One of the few stands out in my memory. I rode with the Nickel Plate's engineer of track, W.E. Cornell, on train 7 west from Cleveland to a special stop at Kimball, Ohio. There an extra gang was at work. We got some shots of them for the Chesapeake & Ohio's *Tracks* magazine, as the NKP was then in the C&O 'family.' What a pleasant day for a railfan!"

DICK'S LOVE for railroads and his strong desire to become part of the industry prompted him

B&O 3124 with local freight on Foxburg branch, Knox, Pa., Feb. 19, 1955.
Photograph by Richard J. Cook

to seek employment as a telegraph operator. At Roanoke the Norfolk & Western turned him down, but at Cleveland in 1951 the New York Central hired him.

"I had three fascinating years learning and working the various tower positions available on the Cleveland Division. I was holding the regular third trick in BE tower at Berea in 1953 when I quit to enter college. The handwriting was on the wall: jobs were being eliminated, the railroad business was worsening, and without a higher education I had little hope of advancement."

So he enrolled at Hiram College in Hiram, Ohio, as a freshman 30 years old. Because of his photographic background, Dick was quickly pounced upon by the college public relations man and he became Hiram's photographer and did publicity for the "halls of ivy" in addition to his studies. At this time also he handled some editorial work for the Pittsburgh & Shawmut Railroad in western Pennsylvania, besides being editor and photographer of the college yearbook in one year.

His other rail experience included a month as a yard clerk, a summertime occupation on the Nickel Plate's Wheeling District. This job ended abruptly when a strike shut down the steel mills in the area and he got bumped. Several months before he graduated from college, Dick became associate editor of a photographic trade magazine in Jackson, Michigan. He stayed with it eight years and was managing editor at the time he left.

Allan C. Williams, an Illinois Central Gulf trainmaster, writes: "Dick and I first met in the early 1950s at Hiram College. He had seen what was coming in the way of centralized traffic control and consolidating towers and had thrown up his leverman job to get more schooling for future use. He must have had good will-power to quit regular employment and again become a full-time student. Our common interest in railroading has taken us many miles together, riding, watching, and photographing trains. He also took the photo that I regard as my own Hiram graduation picture in the cab of Ely Thomas Lumber Company Shay No. 3 at Fenwick, West Virginia. Can anyone tell me if that engine is still extant?"

According to Allan, "Dick is a morning person. He regularly gets up early and functions well early in the day. Fortunately, his vocation is to help the BLE put out an interesting newspaper. Can you imagine being *paid* to ride trains and photograph them?"

Dick's wife, Nola, wearing rail cap.
Photograph by Richard J. Cook

Kathleen, Dick's only daughter, and Richie play with toys in bathtub.

Two sons: Richie gets ride on back of big brother Glenn in 1973.

C&O 4-4-2 No. 283 ready to leave Athens (B&O depot), Ohio, with train for Columbus, June 2, '47.
Photograph by Richard J. Cook

Dick's duties with the BLE are about one-third photography, the rest writing. One feat was to assemble the Brotherhood chronicles and whip them into article form, making an updated and expanded history which the BLE newspaper serialized for several months. This work impressed me so much that I keep a copy of it in the *Railroad Magazine* files.

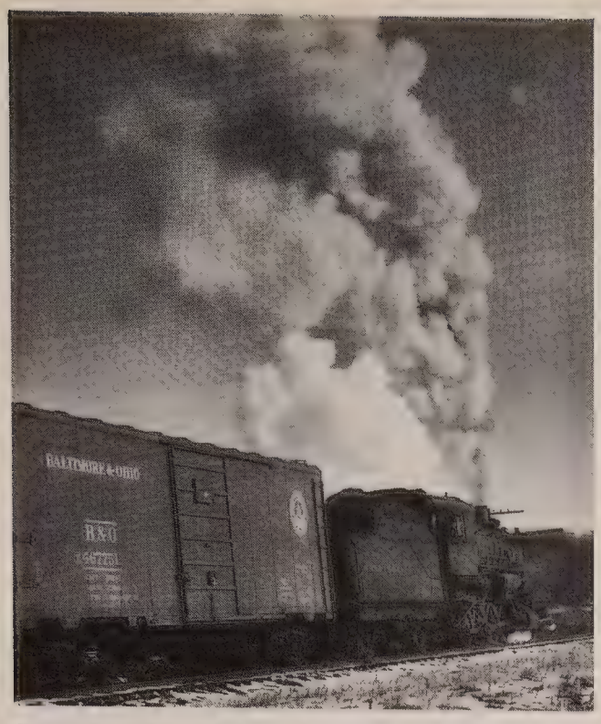
His first out-of-town assignment for BLE was to ride the *Metroliner's* press run from Washington to Philadelphia. Aboard were many TV camera men and journalists, John Barriger, Senator Claiborne Pell of Rhode Island, and some Penn Central brass collars. Two of the last-named, Stuart Saunders and Alfred E. Perlman, made optimistic speeches to a large crowd in the concourse of Philadelphia's 30th Street Station. It was quite an occasion, in view of the dismal fall of Penn Central the following year and then the great PC auction held in the same concourse.

"I did not realize when I first met Richard J. Cook," writes Oriel H. Blackburn, now a retired Southern Pacific engineer, "that I would become so closely attached to him; but something seemed to light a spark that flamed into a lasting friendship. Right from the first I noticed his eagerness to snap his camera at subjects worth preserving for future reference.

"Since then I have traveled many miles on tours arranged by international convention committees of our Brotherhood in several Western states. I like to talk with Dick. He is well versed on many subjects, including the technique of locomotive operation and the lives of those of us who have climbed the seniority ladder from student fireman on either coal or oilburners on freight runs all the way up to the right-hand side of the cab in passenger service. He has caught the feeling of these men in his books."

ANOTHER FRIEND of Dick's, John H. Keller, retired Nickel Plate conductor, who has known Railfan No. 167 since the summer of 1945, has this to say: "Several times while working for NKP I had Dick as a guest on freight and passenger runs. He is an individualist. I was honored to have assisted a little in the preparation of his books. His generosity to the Railroad Collection in the Allen County Museum at Lima, Ohio, of which I am a trustee, is most commendable.

"I was with Dick the first time he rode in a locomotive cab about 30 years ago, a light Pacific used on Cleveland-St. Louis trains 9 and 10. On other occasions I had him



Another view of B&O 2-8-0 No. 3214 on Foxburg branch pulling local freight at Foxburg, Pa.

New York Central (Big Four) 4-6-2 No. 4918 hauling seven-car troop train west, passing Huff Tower at Wellington, Ohio, on Jan. 1, 1951.

Photographs by Richard J. Cook

in the caboose with me. He neither drinks nor smokes, nor have I ever heard him use profane or vulgar language."

Our hero lacks one inch of being a six-footer and weighs about 175 pounds. He married twice. The death of his first wife, a Norfolk & Western official's daughter, in their fourth year of marriage, saddened him; but life went on. After a while, living in Jackson, he met attractive Nola Austin, in a church, which is a good place to meet one's future wife. Together they served on church committees, became better acquainted, and eventually fell in love.

When Dick put a wedding band on her finger in the Shawnee Methodist Church near Lima, Ohio, he instantly acquired a family that includes Glenn, now 22; Dan, now 19, and Doug, now 15. In due time two more children came along: Richard, Jr. ("Richie"). now 8, and Kathleen, now four. They live at 2876 Fairmount Blvd., Cleveland Heights, Ohio 44118.

John Keller and his wife, Charlotte, attended the Cook wedding. John describes Nola as friendly and winsome, a good listener, and the kind of person who cheerfully answers calls for help or counseling at any hour. John's wife says she has a warm, outgoing personality.

"When we first met," Charlotte tells me, "it seemed as if I had known Nola all my life. She has a depth of understanding of people. She and Dick have made his elderly Aunt Mary feel she is a much-needed and welcomed person living in their home. That is a rare accomplishment."

Dick regards their marriage as a continuing romance. "Nola is my dearest friend and companion," he says, "warm and cheerful, with a bright sense of humor. I never feel quite complete unless we are collaborating on a project or taking a trip together. She has ridden through the Canadian Pacific's Spiral Tunnel in *The Canadian's* engine cab and has handled the throttle of Steamtown's ex-CPR locomotive. Besides being vivacious and affectionate, she is a no-nonsense person with a good head for business. She is also an artist, but has too little time to explore further the wonders of oil painting and watercolor as she'd like to do."

According to Nola, her husband is a well-organized man whose orderliness carries over into all aspects of his life. "However," she adds, "his neatness does not mean he is fussy. He is tender, easy-going, and genial. I find him easy to cook for, because he enjoys so many kinds of food, especially those with a *zing* seasoning."

I asked jocosely: "Don't you sometimes feel that you are married to a railroad terminal, like that woman in a *Saturday Evening Post* fiction story entitled, 'Mrs. Union Station'?"

"Never," she says. "When a man's avocation is also his vocation it's delightful. We share many interests such as train travel, bicycling, bird-watching, family camping, and house-improvement projects such as wallpapering and painting, and devotion to church activities."

It has thrilled her to see for the first time each of his three books: *Rails Across the Midlands, Super Power Steam Locomotives,* and *Famous Steam Locomotives.* Looking over a copy of his second book just after it came off the press was memorable. The entire family sat on their king-sized bed and pored over it, commenting on the photos, their placement, reproductive quality, etc., until they had fully acquainted themselves with its contents.

Originally published by BLE and recently reprinted by the author, *Famous Steam Locomotives* has 96 glossy pages, 11x8½", showing many of North America's best-known locos of the 1920s through 1950s, with specifications, at rest and in action. It may be had for $5.75 a copy, postpaid in the U.S. and Canada, from Richard J. Cook, P.O. Box 6271, Cleveland, Ohio 44101.

RAILFAN 167 is working on a fourth book—one about railroad bridges—when time permits, which is very seldom. He is deeply interested in nature and the outdoors. "I love to walk in the woods," he says. "In fact, I love to walk. Like one of your previous *Interesting Railfans,* Frank Clodfelter, I long for the quiet of a pine woods or the exalting vista of a countryside from some high point."

Hilaire Belloc, a British man of letters, interprets such a mood in the following poem:

The great hills of the South Country
They stand along the sea;
And it's there walking in the high woods
That I would wish to be,
And the men that were boys when I was a boy
Walking along with me.

"Yes, I love nature and solitude," says Dick. "For me, the only other sound which beats the rush of air through a mountain pine forest is the cadence of a steam locomotive exhaust approaching from a distance. I like music, too. Studied the violin for ten years and have sung with a number of choruses."

Richard Cook is a blend of bees and beavers. He is busy most of the time and moves around rapidly, but he eats leisurely to get the utmost zest from Nola's expert cooking. His railroad library is fairly large, including, among many other books, all of Lucius Beebe's. His wide variety of photos have been reproduced in his own books and with articles he has written for *Railroad Magazine, Trains, Model Railroad Craftsman,* and *Rail Classics.* Also on calendars put out by Donald Duke, a West Coast publisher and one of our *Interesting Railfans.*

Don tells me: "I first ran into Dick Cook in my teens. I was then a book collector and photo trader, like thousands of others, and saw an item of his in your *Engine Picture Club.* Dick was selling Pennsy and New York Central pictures, which interested me. I sent for his catalog, ordered some prints, and we struck up a correspondence that went on for years.

"The first time I met him was in Cleveland while we were on the Mobile Economy Run. After that, I looked him up on my eastern trips. One time we got together in Jackson, Michigan, where he was editing a photo trade magazine. At my suggestion he began creating his first book, *Rails Across the Midlands,* to show his photographic talent and writing ability. Each time I would go East or he'd come West we had a reunion.

"Cook is one of the most obliging people I know. Always there with a helping hand. Being a fine photographer as well as author and editor, he knows how a book falls together. All three of his books are good."

The first feature Dick wrote and illustrated for *Railroad Magazine* was "Fostoria—All Trains Stop!" which appeared in our August '49 issue. But he is not entirely rail-oriented. He likes literary works also and hopes some day—who knows when?—to find time to read a few of the classics he missed. sed.

Like the rest of us, Dick has his share of bad habits. He admits judging people too hastily, not seeing enough good in others, and letting himself be overworked. One point at least is distinctive: he took longer than any of our preceding 166 *Interesting Railfans* to supply the facts about himself that I needed for this article.

Frank Clodfelter, a Southern Railway engineer, comments: "Craftsmanship in photography and writing is a Richard J. Cook trademark. He's a trimly built, modest individual of conservative taste and sharp powers of observation. He once rode with me in the cab when I was pulling Southern's piggyback trains 224 and 223 from Asheville to Spencer and back. On that run he brought up more perceptive questions on train orders and train-track dynamics than any other person who has shared a locomotive cab with me. But don't be fooled by his facade of seriousness. Dick has a real sense of humor and I'd say he is quietly chuckling inside about a lot of things. He is high up on my list of those who think it is more fun to be productive than to waste precious time."

AND NOW from C. Robert Bachman, a retired New York Central and Penn Central chief dispatcher: "My association with Dick Cook goes back many years to the time when he stopped in at the Berea tower to get my permission to take pictures in the area. I was a relief operator there in a locality said to be a railfan's paradise.

"Later, we went on photo-taking trips around Cleveland and on to Youngstown. I'd be snapping pictures all over the place while Dick was waiting for—and getting—mostly perfect shots, proof of which showed up later in his books and magazine articles. Just any picture was not good enough for him. My friend took great pride in what he turned out."

Says Willis A. McCaleb, a retired NKP and Norfolk & Western photographer: "I have known Dick Cook ever since we were boys growing up together and watching Nickel Plate and New York Central steam power in and around Lakewood. Later, he worked as a New York Central operator and became an NKP camera man. I recall Dick's joy in a cab ride on a Cleveland Union Terminal electric loco from Linndale to Cleveland Station in six minutes flat. That train really moved. In 1948 he took me on my first steam cab ride on the Massillon branch of the Wheeling & Lake Erie on engine 4312 with engineer John S. Foster, who was almost a legend on that road. Besides many other cab experiences, we once chartered a streetcar as part of a NRHS convention program at Cleveland. Dick is a member of the NRHS. A cloudburst occurred that afternoon and we did some running on flooded streets."

Finally, a few comments from Herbert H. Harwood, Jr., assistant to the vice president, Chessie System. Herbert recalls that his first "meeting" with Dick in the late 1940s was through his photos, which showed imagination and technique.

"His pictures were more than just scenes. They said something about the photographer, too. When I finally met Dick in person a few years later, he turned out to be exactly what I had expected—sensitive, serious, and self-contained. There is little doubt that most of the leading present-day railroad photographers owe a lot, directly or indirectly, to Richard Cook's work." ●

SDF's 580, 626, with *San Francisco Zephyr,* lift diesel smoke on speedy curve.
Bill Withuhn, 123 Linden Ave., Ithaca, N.Y. 14850

PASSENGER TRAIN SURVEY

TRUSTEES for the bankrupt Rock Island Lines have asked a Federal judge to eliminate four daily passenger trains which run between Chicago and Rock Island and Peoria.

The Rock's attorney said Illinois State was in default on $500,000 in subsidy payments needed to help keep the four trains running. He said, too, that the railroad was losing $1.8 million a year on the four runs; that only a total of 66 passengers a day ride those trains and each passenger costs the railroad $72 over and above the $6.80 one-way fare!

On some trips of *The Rocket* between Chicago and Peoria the five-man crew of this once proud train actually outnumbers the riders! *Rocket* conductor Tom McGowan, 47, is now used to traveling in a near-empty train. But it still makes him sad to recall the *Rocket's* heyday, when the train was filled and you couldn't get on without a reservation.

While the *Peoria Rocket* has suffered the worst ridership losses, it is not alone. Only one train, the *Statehouse* between Chicago and Springfield, has shown an increase in ridership over last year. A sister train, the *Quad City Rocket,* has fared poorly. The latter, which runs between Chicago and Rock Island, Ill., has lost 46 percent of its passengers—from 52,600 in 1973 to 28,100 last year.

McGowan and others blame the low ridership of both *Rockets* on poor track, which the bankrupt Rock Island has been unable to repair. Travel time on the 161-mile trip between Chicago and Peoria, once a quick two hours and 45 minutes, has stretched to 4½ or five hours.

The *Rocket* now averages no better than 35 miles an hour, while automobiles on two-lane highways overtake it easily. At some points, the train is restricted to ten miles an hour because of bad track. Automobiles and buses make the trip in just over three hours.

RAILROAD passenger service from Philadelphia to Atlantic City and other South Jersey seashore resorts has survived more death sentences than we can count, says *The Philadelphia Inquirer,* but the latest reprieve from Gov. Brendan Byrne is especially timely and significant. With the proper follow-up, it could mark a turning point for the better in South Jersey rail transportation.

New Jersey Transportation Commissioner Alan Sagner declared after Mr. Byrne's reprieve for the Seashore trains: "We've just received our marching orders from the governor and now we're going to see what can be done."

One thing that can be done is to provide convenient scheduling aimed to attract rather than discourage increased ridership for the trains.

IF YOU use Amtrak's USA Railpass between September 8th and next May 15th you get a reduction of up to 34 percent in off-season rates. For unlimited coach travel you now pay $165 for 14 days, $220 for 21 days, and $275 for 30 days. The pass is good on any non-*Metroliner* train in the entire Amtrak system and on the Southern Railway. It can be used to upgrade riders to sleeping, parlor, or *Metroliner* space when available, but no sooner than 30 minutes before departure time, or onboard trains by paying the difference in fares for the *Metroliners* and the accommodations charges.

Another off-peak saving is in coach fares to and from Florida between September 8th and December 17th, including $109 New York-Florida round trips and $144 Montreal-Florida round trips.

THE FIRST new rail passenger equipment put in service in the Pacific Northwest in some 25 years now runs from Seattle on three Amtrak trains. They are: Between Seattle and Vancouver, *The Pacific International,* and between Seattle and Portland, *The Puget Sound* and *The Mount Ranier.* All use Amtrak's newest "Amfleet" cars.

One of Amtrak's bigger recent group moves transported 430 singers and assistants of the Mormon Tabernacle Choir between Philadelphia and Boston, New York and Washington. The moves included over 1,300 pieces of luggage.

A PLAN to increase and restructure Amtrak's basic order for new bi-level passenger cars has been approved by the board of directors. The changes will not affect the delivery schedule of the first cars but involve ordering an

additional 14 cars. This will give Amtrak 249 doubledeckers for long-distance runs and will add checked baggage and first-class sleeping space.

The original order in April, 1975, authorized Pullman-Standard to build a common car "shell" that would permit great flexibility in fitting interior components. At that time, the board expected future modifications and additional cars.

To provide baggage space, 42 coaches will be reconfigured to use the lower level for that purpose. These will be financed in part by cancellation of an earlier order of 26 coach/cafe cars. To offset the resulting coach capacity reduction, 24 coaches were added to the order.

To provide first-class sleeping-car service, the board approved an order for 36 mixed-class sleepers, with first-class rooms on the upper level and economy rooms on the lower. They will be substituted for 21 of the 55 all-economy sleepers ordered last year.

One additional diner will provide reserve protection for the fleet. Later orders will provide for conversion of existing baggage cars for sealed mail and the addition of 35 bi-level sightseer/lounge cars. The complete bi-level order will eventually total 284 cars. The additional cars and reconfiguring will cost $12.3 millions.

The board approved $2 million for support facilities and equipment to enable the cars run on these trains: *Empire Builder* (Chicago-Minot-Seattle), *North Coast Hiawatha* (Chicago-Billings, Seattle), *Coast Starlight* (Seattle-Los Angeles), *San Francisco Zephyr* (Chicago-Denver-Oakland), *Southwest Limited* (Chicago-Los Angeles), and *Sunset Limited* (New Orleans-Los Angeles).

TWO questions often asked by novice travelers planning train trips are: "Am I expected to tip? And if so, how much?" Veteran traveler Rosalind Massow counsels a paperback book, *Now It's Your Turn to Travel:*

"Some people feel that if they give too little they will appear miserly; if they give too much they'll look like fools. When traveling first-class by train, your sleeping-car attendant gets $1 a night and your dining-car waiter 15 percent of the total bill for a meal. Baggage porters earn good salaries; but if you want to tip them, make it 35 cents a bag. If they do something extra, give them 50 cents."

Grand Central Turboliner: the newest addition to Amtrak fleet is this fast America-modified version of the French Turboliner, pictured in service between New York, Albany, and Buffalo. Third-rail electric capability allows it use into the big city's Grand Central Terminal.

One Girl's Impressions

THE ZEPHYR is not what it used to *be,* and that includes last year. No dome, just a snack car instead of a diner, but diner prices with lunch-counter seating. Most disappointing. One waiter told me, *"The Zephyr* is a stepchild train," and I agree; coaches the worst I've seen on the West Coast. When I left Oakland on July 29th the train was nearly full, and out of Reno we had 240 passengers. Dinner was served until nearly 11 p.m. I was not unhappy to detrain at Ogden, 45 minutes ahead of schedule.

The hind brakeman, an Ogden resident, gave me a ride in his automobile to the hotel. At 4:30 a.m. I went to bed there and slept until 11 a.m. Although the weather was hot and humid, I liked the city. Especially its bus fare, only 15 cents, and the walkways up to the pedestrian sidewalks on the overpasses above the Union Pacific yards. Ogden has a lovely depot, too, with the words "Union Pacific" in red neon, and "Travel by Train" in white neon.

Our train was late getting out of Ogden. During a brief stop at Evanston, Wyo., I took a picture of the depot's signals, which were inoperative because of a heavy thunderstorm in the early morning hours—which, of course, had failed to awaken this "Sleeping Beauty." The train crew seemed to be remnants of the Pleistocene Era—the Ice Age—in their years of service and their attitude toward us passengers.

I told the conductor I was going to ride behind the 8444 and he said he wouldn't walk across the street to see it, he'd ridden behind that steamer hundreds of times; you can have it, and so on. A red-hot plug for the revival of passenger train service, Oh yes!

Along the right-of-way we passed miles of snow fences; saw sheep galore, a blue sky laced with clouds, and wide-open spaces. All in all, a very nice ride. I found the porters, waiters, etc., jovial and apparently enjoying their jobs. Both club cars were pleasing, even had Amtrak stationery.

A member of the Northern California Railroad Club, who seemed to have plenty of time and money, took me to lunch and dinner in the mini-diner. When I said joshingly that I'd get off at Reno if someone would marry me there, he allowed rather gravely that he would. I think he meant it, too; but I politely declined, preferring to pursue the 8444—which he, too, was going to ride. As I close this letter, I am looking forward to the rest of my Amtrak trip around the country, especially to Cheyenne, where we will have a long stop.—Ramona K. McGuire *(Interesting Railfan* 161), 2235 Tehama, Apt. 7, Redding, Calif. 96001.

Linda Lori North waits beside SP commuter train at San Mateo, Calif., station, June 19, 1973.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

Down by the Depot

TWO CLASSIC Soo Line brick passenger depots which haven't seen a passenger train in years are making a comeback. Both are finding new purposes while retaining their unusual architecture and stature as depots.

At Minot, the structure has been sold to Depot Development Limited, which intends to convert it into a new "Rail and Tie" restaurant lounge. At Thief River Falls, Soo has leased the depot to the local Chamber of Commerce, which has moved into it.

Both depots are over 60 years old. Their unique architecture includes such things as copper batten roofs, cobblestone walks, and suspended vault ceilings. The Minot building will be preserved in its present state with the baggage express building as part of a lounge and the addition of dark oak panneling.

AMTRAK now owns 130 railway stations and more than 722 miles of the 25,000-plus miles of track on which it operates, following the conveyance of properties of bankrupt Northeast railroads. Its two largest stations are also its busiest: the former Penn Station in New York and 30th Street Station in Philadelphia, both recently Penn Central properties.

Amtrak has chosen a site just north of Northwest 79th Street and east of LeJeune Road in Florida's Dade County as the 20-acre site of its new Metropolitan Miami passenger station, within the existing Seaboard Coast Line, following a survey of alternative locations. The SCL piggyback freight operation on the spot is being relocated.

Proximity of the rail yard was one factor leading to the decision. Amtrak expects to save between $350,000 and $500,000 a year by having its station near the yards where its trains are stored and maintained. A decision to abandon the present Miami station at Seventh Avenue and 22nd Street was made years ago. The deteriorating former SCL terminal costs too much to keep up and is inconvenient for both passengers and train operations.

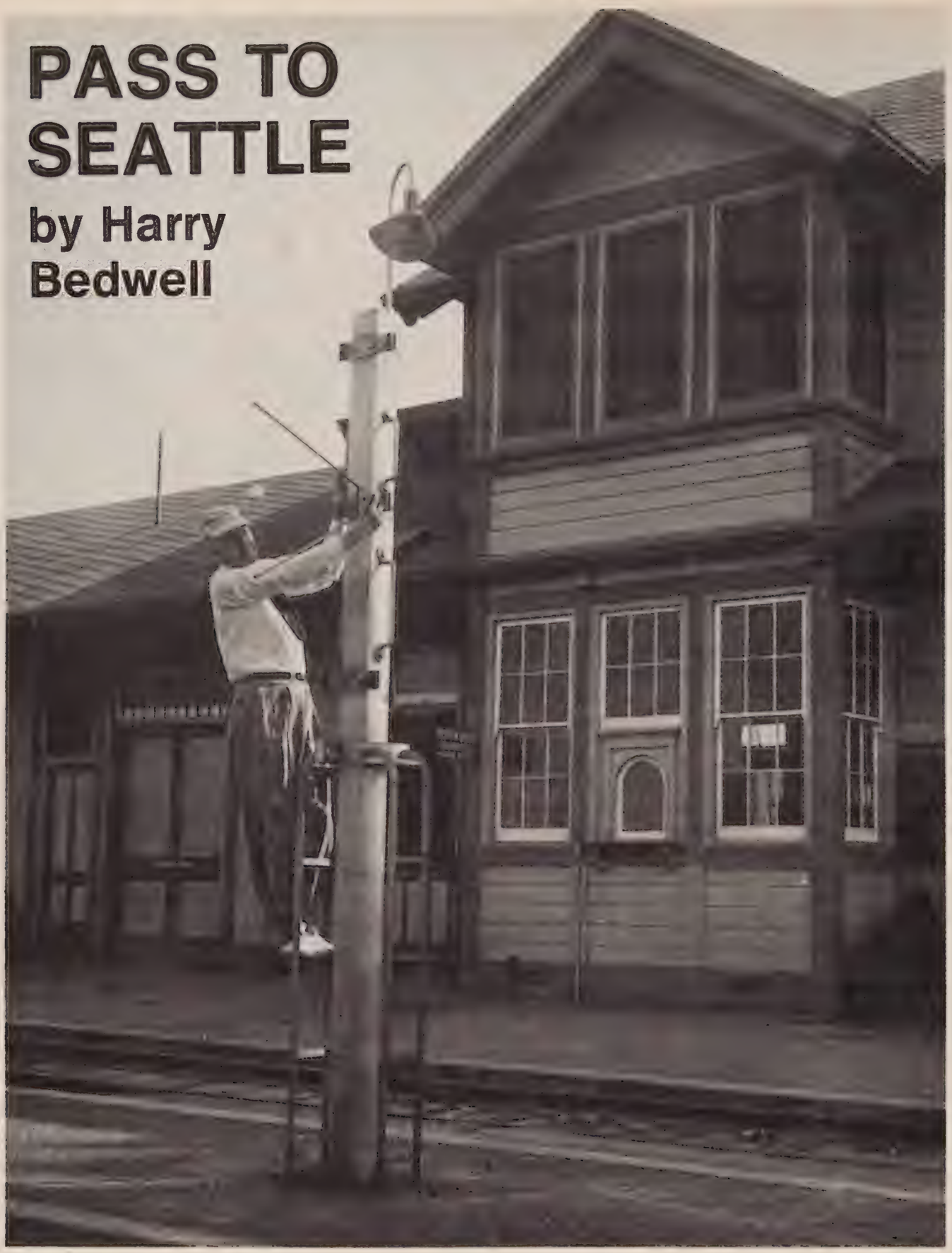
HISTORIC Santa Fe railroad depot in downtown San Diego, Calif., will be converted to an intermodal transportation terminal with the aid of a $2,100,000 grant from the Urban Mass Transportation Administration.

"I am especially pleased," said Administrator Robert E. Patricelli, "that UMTA is involved with a community development program. We appreciate also Mayor Wilson's leadership in putting the pieces together."

"Then the train was gone, and there was nothing but the rails, the earth, the moon, the river, and strong silence—and the haunting and immortal visage of America by night."—*Thomas Wolfe*

PASS TO SEATTLE

by Harry Bedwell



HARRY BEDWELL was a boomer telegrapher, train dispatcher, and railroad fiction writer. Most of his stories appeared first in *Railroad Magazine*. Others were originally published in *The Saturday Evening Post*, which released the reprint rights to him. Harry died Oct. 4, 1955, while pounding brass for the Southern Pacific. His widow, the late Lorraine Bedwell, granted us reprint rights. Photo shows him hanging train order for SP's *Daylight Limited* at Santa Susana, California, on October 31, 1947.

EDDIE SAND, the second-trick operator, was placidly reading under a cone of light in the Ledge River station when the yardmaster slid cautiously into the office. The superintendent was on the prod, and the yardmaster was desperately trying to find a place of concealment until the Old Man's wrath had subsided.

Eddie had just drifted into the service of the Puget Railroad & Navigation Line on his way from somewhere else, and he wasn't familiar with the human elements of that organization. But on any railroad you were obliged to assist an associate who was in trouble with a brass hat.

Eddie suggested that the Y.M. stand alongside the high ticket case, out of line of the front windows. It wasn't a qualified hiding place, but the only cover in the bare office.

It didn't avail. Tim O'Connor, the superintendent, by some keen Celtic instinct for quarry, had trailed the yardmaster through the stuffed yard and came upon him plastered against the wall, trying to shrink his 200-plus pounds of bulk to the slender width of the case. The Old Man pounced.

Pressed for time and space, the yardmaster had instigated a hazardous switching operation that put a car of baled hay on the ground upside down. It blocked the ladder track and uprooted a switch stand. O'Conner blasted. He menaced the dinger with fists as big as drawheads and rode him right down the line. The yardmaster remained flattened against the wall and took the stormy rebuke stoically.

Eddie's eyeshade was pulled down over his nose. Undisturbed, he read on through the uproar.

Abruptly, O'Conner subsided. His craggy face discarded the storm cloud that had tortured the bald headland. The lightning died to a distant glimmer.

"Now we have settled that," he said with satisfaction, and dusted his hands. His probing eye fell upon Eddie Sand, still reading placidly. The distant glimmer flared up again.

"You are the new man here," he said with marked restraint. "I hope we make it pleasant for you."

Eddie put down his book. He said cautiously that it'd been interesting so far.

"A boomer brass pounder," O'Conner chided, "from every place but here, and you will soon be gone from this place."

Eddie admitted he'd been around. The huge Hibernian was like dynamite with the fuse ignited. His sizzle wasn't alarming, but it always ended in an explosion that took things apart.

The new man calmly set off another blast. "It looks to me like it's perilous," he pointed out, "the way we put out train orders through this station. We've got no telegraph instruments in this office, but every other one on the line has. So the trick dispatcher has to telephone the orders to us over the city phone after he's issued them by telegraph to the other stations involved. That makes them two-legged."

"Yes?" O'Conner queried.

"What I mean," Eddie pursued, "the trick man gets in a tangle of traffic, with everything crowding him, and it's easy for him to forget the second leg. That sometimes adds up to a cornfield meet. I'm just remarking," Eddie explained, "because I've seen two-legged orders smear things up bad."

"Yes?" said O'Conner.

"I asked the lineman about it," Eddie went on patiently, "and he said it'd require only a couple poles and a few hundred feet of wire to bring the telegraph line over from the dispatcher's office. He has that on hand. All he needs is an order from you. I thought it my duty to bring it up."

The yardmaster was choking on his breath. O'Conner's pale eyes hardened to a cloudy granite as they raked the boomer.

"He consulted the lineman, he says," the Old Man rumbled like an earthquake, "and he considers it his duty to bring it up. A glum boomer who reads a book and makes suggestions." The rumble increased. "The young man comes to us all bright and shinin' with idees about how to run a railroad—very efficacious." The storm cloud whipped across the bare crag. "But here, my brilliant young drifter, I'll tell you what your duty is, and there will be no need remindin' me."

He went out, slamming the door.

The yardmaster controlled his breath. "A glum guy who reads a book and makes bright suggestions," he quoted bitterly. "Swell advice you give me on a hideout. Now look, boomer, if you want to get by with the Old Man, you keep your notions all buttoned up and a deep secret from him. Else he'll bounce 'em right off your head."

"So he's like that," Eddie considered, and took up his book.

NEXT MORNING, the chief dispatcher had a call out for him. "I thought," the chief reproved, "that a brass pounder who's been around'd know better than to tie into the Old Man. He don't like other people's schemes."

"I just advised him against two-legged orders," Eddie explained.

"Anyhow, he didn't maim you. But he's ordered me to send you to Mammoth Pit." The chief paused to make it impressive. You had to play fair with boomers or they wouldn't come your way when you were short of operators. "It's a workhouse," he added.

"Okay," said Eddie.

"But nobody lasts on that job. Fact is, another man walked out on it last night. The Old Man's just giving you a package."

"I'll handle it."

This was puzzling. Boomers passed up the dull drudgery of big station jobs. The chief examined that slim length carefully. Eddie's blue suit was pressed, and he didn't look as if he'd missed any meals lately. The drifter wasn't on the rocks.

The chief wondered why Eddie would stick around and take punishment when eventually he'd move on anyhow. Then he noted the shine of auburn on the upper end of that long exclamation point. Maybe he was obstinate. They came that way sometimes.

Mammoth Pit was a cheerless spot in the highlands, entirely begrimed with coal dust; a one-man job, agent and operator, where there should have been three. Trainloads of coal to bill, herds of empties to order, flocks of messages and train orders to handle.

The station was set between the passing track and the high iron. Sidings and coal spurs and ladder track fanned out in a crazy web. Two switch engines blared and snorted all over the place. Eddie

hunted up the yardmaster.

"Yeah," said the Y.M. "you're the glum guy who reads and recommends. Well, you won't have time to peruse that book here. We'd get along better if you'd turn around and go right back. You fiddle-footed birds see too much that ought to be rectified."

"I'll stick around," Eddie decided.

The yardmaster fished for a bunch of keys. "They'll unlock everything at the station. I hope you like it here as long as you're able."

It wasn't a task the drifters undertake. Boomers are keen craftsmen who work brief tricks to keep the roaring traffic on the wing. The Mammoth Pit job was a snarl of monotonous details. It took long hours, into the night, to keep the work cleaned up. But Eddie Sand ran it with imperturbable industry.

At the end of the first week, Tim O'Conner had the chief call him on the wire to verify the fact that he was still on the job. No sign of the usual grief and disorder had come from Mammoth Pit since he'd gone there, and these two brass collars were dubious about that, a little uneasy at the silence where there had been turmoil.

Eddie told them he was still holding her down. And he added another recommendation.

"You'd better have some more sidings laid in this yard," he sent. "They get so jammed sometimes the switchmen have to use the passing track and the house track and the ladder to make up trains. You're going to be tied up tight some of these times, or else something'll bust."

O'Conner wasn't a telegrapher. He dictated his reply to the chief, who relayed it to Eddie as well as the Morse code could manage it. Which was blistering enough.

Eddie sent back that he'd merely thought it his duty to report conditions. But the division didn't care for a slick boomer from the outside who horned in on their family disputes. The men followed hostilities with raffish glee through furtive bulletins the operators sent about on the wires. The Old Man would pin his ears back good. They were delighted when finally Eddie stepped into a situation that subjected him to ridicule and harsh discipline.

HE HAD WORKED late, as usual, and was closing up, when a way freight paused in the starlight at Mammoth Pit. The caboose pulled up before the station, and Eddie stood on the platform with the trainmen while the conductor and rear brakeman considered what they had to do.

There was an empty boxcar on a spur off the team track to be picked up. To get it into the train legitimately, the engineer would have to head in and pull the car out of that dead-end stub, and then maneuver all over the yard to get it behind the locomotive. The most expeditious way to place it properly was to make a Dutch drop, a flying switch.

That was a hazardous operation, forbidden in one of O'Conner's orders; but the crew had gone through a hard trip of many delays, the men were tired and eager to be into the terminal, and the conductor gave the nod to the illegal Dutch drop when the parlor man argued for it. The two moved forward toward the head end.

The hogger brought his engine back through the team track, headed into the spur, and tied onto the empty car. He backed up at a brisk speed, checked briefly to give slack for the brakeman to uncouple. Then, freed of the boxcar, the engineer raced out onto the team track; the car followed.

He reversed his engine quickly and headed up the siding past the switch, which the head brakeman closed for him, and on past the rolling boxcar as it coasted onto the team track behind the engine.

It was a swift, smooth bit of railroading, minutely timed. Eddie watched the engine come out of the spur and roar ahead in time to avoid the boxcar, the moving pieces of equipment missing each other by inches.

He saw the rear brakeman's lantern swing up the side of the car and stop beside the brake-wheel on top. A human figure was outlined among the stars for an instant, and then disappeared against a background of trees.

The car had developed momentum by the time it clattered over the switch points onto the team track. Eddie heard the strangled rasp of the ratchet as the brakeman spun the wheel to set the brake and stop the car behind the engine. But the sound was choked off quickly in a metallic gasp. The car didn't hesitate. It continued down the team track at an increasing speed! There'd been a slip in that trick bit of switching.

So the car moved on unchecked, and there was no further sound of the ratchet. Evidently the hand brake had stuck. The car slammed through the spring switch onto the main line and slid away into the darkness. The lantern still burned calmly by the brake wheel as it dropped down the grade.

That empty was loose on the hill, with the brakeman evidently on top struggling with the defective braking equipment. It had a long descent on which to ramble, but Eddie was relieved to remember that there weren't any trains in its path near enough to collide with it before the opposing grade brought it under control. No traffic hazard, but somebody would get hurt when Tim O'Conner heard about that Dutch drop.

Eddie had jumped to the conclusion that because the lantern still winked on top of the runaway, the brakeman was there gamely doing his duty. He hadn't unloaded before the car slipped into high speed, and as he'd likely break his fool neck if he tried it now on the jagged hillside, he was stuck with the insurgent boxcar until it was controlled.

Then the brass pounder knew that the empty would develop enough speed on those swooping curves to take flight into the timber. After that, they'd pick the brakeman out of the treetops in small pieces.

Under pressure of these crowding events, Eddie realized a number of other items all at once. The air had been cut out of the caboose when the way freight first arrived. That also was prohibited by the Old Man, but the night crews often disregarded that order and cut out the air here so the crummy could be dropped off without delay as they entered the terminal yard.

THESE CABOOSES had four-wheeled passenger-coach-trucks, heavy and frictionless. You could push them about by hand on level track. If there was slack to uncouple it, the caboose

could overtake the fleeing boxcar, tie on and check it; and the caboose would stay on the rails long after the empty had taken to the timber.

It was only a jump to the coupling lever. Eddie Sand made it while these undigested reflections careened in his mind. He was heaving on it with savage jerks before any sober second thoughts could occur. The mechanism clanked and grunted. The coupling lever came up.

The caboose inched backward before he gave it a shove. He swung onto the step and ran through the aisle to the rear platform.

That caboose was free-rolling. It quickly picked up an oily speed, and then stepped up to a breathless rush. The heavy trucks appeared to feel that they were back in passenger service. They flashed down the grade, chanting joyously at the rail joints.

The lantern beamed placidly on the rambling car ahead. Eddie had no doubt that the brakeman was there, too, valiantly seeking to rectify the defective brake. A brakeman and his lantern, at night, were as inseparable as a man and his pants. Yet this brakeman was parted from his light, which the darkness had hidden from Eddie.

When the boxcar had cleared the spur switch, the brakeman had given the brake-wheel a preliminary spin, then swung on it, and he put his exuberant weight into the swing. But something in the mechanism caught. Instead of winding up the last slack in the chain, the wheel froze suddenly in his hands. Momentum of his hard body tore loose his hold!

The brakeman spread-eagled in thin air, turned over in flight, lit on his heels on a crumbling fill, and slid into a pool of stagnant water, knocking the breath out of him. It was a minute and fifty seconds before, half-strangled, he crawled out of the pool. By then the boxcar was flashing down the hill, and Eddie had the caboose in furious pursuit of the abandoned speck of light on top.

The night operator at the Brier Patch, asleep, with his head in his arms, on the telegraph table, was awakened to a stunned consciousness by their passing, and he wildly reported that two heavy blasts had gone off right under the floor beneath his feet. But he could find no damage done.

The agent at Crescent, properly asleep in his bed in the upper story of his station, fell down the dark stairs to jabber at the dispatcher that a pair of rockets had gone by and nearly blasted the windows out of his depot.

THE DISPATCHER raved. Those operators out on the east end must have been poisoned by something they ate—or was it what they'd drunk? What in hell were they trying to tell him? Explosions and such tearing by in the dark. What'd they think the Old Man would say when he heard about this?

It took the caboose three miles to gain the last two hundred yards on the boxcar. Eddie overhauled it at last, and juggled to a coupling. He was vexed because the brakeman didn't appear at once to assert his gratitude and assist at the hand-brake of the caboose. It was a tough job for one man to bring the two cars under control and stop them at the passing-track switch at Ripton, and then let them into the clear. He searched the car, but no part of the brakeman was there except his lantern.

"Joined the birds," Eddie decided, and crossed to the telegraph office to report.

Nothing so amusing had ever occurred on the division before. That delirious escapade evoked spasms of merriment, checked a little while O'Conner investigated. Eddie was ribbed without mercy.

There wasn't much the Old Man could do to the crews involved. In connivance with Eddie, they neglected to admit Dutch crop and the lack of air in the caboose, and the mechanical department verfied the bad-order braking equipment on the boxcar. That left no broken regulations of record.

But Tim O'Conner knew in his bones that he hadn't been given the whole story. He pounced upon Eddie.'

"You are the kind of railroader," he told the boomer, "who is always looking for somebody else to make the errors. Like the section hand watching to see is everybody's tools off the track when the train approaches, and 'tis his shovel gets run over."

Eddie grinned and said he'd only done his duty as he'd seen it.

"There is little cause for levity," O'Conner erupted. "That report you made told me nothing at all. Now tell me what happened before you went off down the hill in the crummy."

"Didn't the crews report it?" Eddie asked blandly.

"Report!" yelled O'Conner. "They tell but the half of it. I will have the rest from you."

"I don't write the other fellow's reports," Eddie said.

O'Conner was set to blast. He restrained himself just under the detonation point. "I have not enjoyed such a fine brawl," he said ominously, "since I fired Jim McGurk five years gone. I will decide presently what is best for you."

"Before that," Eddie advised, "you'd better put some more sidings in this yard. You haven't got enough room in it right now to whip a cat."

The Old Man scorched him with a look. "Your last misadventure should have cured you of suggestions. I remember you once complained of two-legged orders as well. Maybe it would be better if I turned the division over to you to manage."

"I could handle it," Eddie admitted, "till I got a better job."

AS HE WAS preparing to close the station, so he could clean up the pencil work without interruption, a switch engine shoved a string of loaded coal cars down the passing track by the station. The yard crews were plagued with the congestion and they weren't cautious. The head car in the string suddenly dumped its load. Coal exploded in a black cloud and sprawled over the siding. Rear trucks became entangled and jumped the rails.

The yardmaster's voice resounded to the outer reaches of his domain and fetched the section crew. The foreman inspected the derailment and sent his gang of Indians down into the supply yard. They came back shoving a pushcar loaded with new ties. But the king snipe stopped them before they moved the load over to the passing track, and he an-

chored the pushcar just off the main line.

Eddie Sand listened to the ensuing altercation between the yardmaster and the foreman. But apparently they weren't speaking English as it is commonly used, and he remained unenlightened. The dispute ended abruptly when the foreman and crew straggled away down the supply spur.

"That gandy dancer," the yardmaster reported, "is half Injun and half injineer. There's a festival cooking tonight among the red men, and he has to officiate. He's through for the day."

Eddie's critical eye noted a hazard. "That supply track has considerable pitch to it," he pointed out, "and the foreman's left the pushcar of ties with only a chunk under one wheel to hold it."

In the flare of the sunset, without interest, the yardmaster viewed the length of the spur down to where it curved parallel with the curve on the main line beyond the bunkers and ended in a bumper.

"I said you'd see too much that ought to be rectified," he said. dered darkly.

"Yeah," Eddie agreed, "it does seem so."

"That pushcar," the yardmaster decided, "comes under the head of the foreman's business. You tell the dispatcher that the passing track is blocked and won't be in service till morning. I'll clear Spur Three for trains taking siding to meet here, and they'll have to head in and back out, instead of heading through. He'll have to figure on that delay."

The dispatcher was snowed under. He took the news of the blocked passing track, remarked his bitter opinion of yardmasters, and went back to ranging the division, exploding train orders, prodding reluctant freights, and untangling traffic snarls.

EDDIE CLOSED the station and worked late on accounts. He was off duty and the dispatcher didn't bother him further. But the thread of the tale the telegraph instruments wove ran through the back of his mind while he wrote up reports.

Nine was late, and *The Hawk* was later. The dispatcher, threading the crowding trains two ways on a single strand, couldn't keep them on time. These two had a timetable meet at Mammoth Pit, and the dispatcher gave Nine forty minutes on *The Hawk* so she could make that appointment. Nine was the inferior train and had to take siding. The dispatcher told her to use spur 3 to clear at Mammoth Pit.

It seemed to Eddie that the dispatcher was restraining *The Hawk's* engineer, holding him back to forty minutes late, if he were trying to make up lost time. The high iron was hot, the pressure was on the lone dispatcher under a cone of light in his aloof office, making quick reckonings from the inked-in figures on his long train-sheet. It was easy to miscalculate when traffic jammed the single track. But maybe there was a slow order, or *The Hawk* would be stabbed by another meet. The order to *The Hawk* was put out at Ledge River.

Eddie yawned. He put his reports in the tissue book and squeezed them in the copying press.

Nine hooted for the station, and the dim radiance of her headlight flickered on the bow window facing the main line. Her bell tolled and the throb of her exhaust eased. She slowed for the yard.

He glanced at the clock. She had fifteen minutes to clear before *The Hawk* was due on her time order. He checked back on the situation the babbling sounder had sketched. He fretted because he couldn't understand what had stuck *The Hawk* forty minutes. But that, he decided at last, was the dispatcher's headache. He whistled and waited for his reports to cook in the press.

A swift shudder slipped through the quiet darkness. It came up from the flooring and fluttered gently at the windows, a brief shock like the echo of a distant explosion. It was so faint you would hardly have noticed it if it hadn't been an accustomed sound. The tune dried up on his lips and left them in a pensive pucker.

At just that particular instant those reverberations were ominous. It was the din of *The Hawk* hitting the diamond of the crossing two miles to the west. It had the impact of high speed. His eyes slid back to the clock and he made a quick estimate. The Hawk was twelve minutes ahead of her time order.

The soft chuff of Nine working steam came nearer down the main from the east, moving slowly. The crew likely didn't know the exact location of spur 3 and was searching for the switchstand in the web of sidings under the glare of her headlight. With his eyes on the clock, he reckoned closely that she wouldn't clear in time to let *The Hawk* by, if that fast passenger train didn't slow and stop to her limit of forty minutes late.

IT LOOKED as if all these crowding items were going to end in a telescoped tangle. But that futile chase down the hill in the caboose had made him wary of snap decisions. He went back over the details with quick care. Nine was loitering into the clear. On the time order, she need not hurry. But *The Hawk* was certainly ahead of her schedule as laid down in that same order.

The picture assembled in the dim quiet of the office. Eddie couldn't add it up to any answer, except that *The Hawk* had missed its leg of the two-legged order. The dispatcher, crowded with surging traffic, had overlooked telephoning it to the Ledge River station after he'd put it out by telegraph to Nine.

Without that restraint, *The Hawk's* hogger had nipped twelve minutes off his lost time. He had hit the diamond at a speed that indicated the engineer had no intention of slowing for the station. By his rights, if he hadn't been restricted, the main line should be clear through the Mammoth Pit yard.

The slow exhaust of Nine died, and then picked up again. She was heading into the spur.

The slow exhaust of Nine died, and then picked up again. She was heading into the spur.

This might not be so critical as it looked. Maybe another illusion caused by a concealed detail. But you couldn't tinker with events moving at high speed. You'd have only one snap shot at this one.

Eddie slipped a dead lantern from the shelf as he went out the door. You couldn't check *The Hawk* in time if you went down the

main line to flag her. The main line came in on an outside curve, and she couldn't see your signal until she blasted into the yard.

The wooden platform boomed under the boomer's stride. That pushcar was nearer than he'd reckoned; he scraped his shins on the protruding ties. The car began to roll on the grade the instant he kicked the block from under the wheel. His shove increased its speed so quickly that he nearly lost it in the dark. The dead lantern in the crook of his arm swung wildly and slapped him behind the ear as he scrambed aboard.

It was good that the foreman hadn't anchored the car better, or Eddie couldn't have got off to a quick start. He changed holds cautiously and crawled forward over the splintery ties. His knees were pinched between the timbers as the push car rocked and took the grade of the supply track in a glossy swoop.

The Hawk's headlight cut a wedge through the thin velvet of the darkness, swinging toward him on the arc of the curve. The superheated exhaust cracked and stuttered above the absorbed mumble of the push car's wheels. Her whistle stamped out the long wail of "approaching station."

THIS WAS GOING to be tight. You could do a lot of things in sixty seconds, but it left no period to rectify errors committed along the way. Everything now had to fit, and all at once.

The Hawk and the pushcar were rapidly reaching a juncture, and Eddie's ideas were still hazy. He didn't know the yard very well, and he'd have to make a wild guess as to when and where to unload. He felt for the foot brake as the headlight sprayed him with speckled light.

Then the light was blinding, and the ecstatic exhaust and the pound of the locomotive's brasses churned the dismayed breeze. He shoved down on the foot brake with both hands.

That Injun-and-injineer foreman kept up his equipment. The brake grabbed and screeched and held. The check of the car was so abrupt it nearly projected the brass pounder out ahead of it. He pivoted on a stiff arm and abandoned the vehicle in a sidewise convulstion. He kept his feet by the practiced digging in of heels that trainmen know, and swung over to the main line.

The light eased as the locomotive loomed above him. The purr of the stack beat against his chest and crammed the air back into his lungs. *The Hawk* wasn't slowing for the Mammoth Pit yard.

Eddie swung the dead lantern and tossed it at the flaring disk of the headlight. The glare streaked out of his eyes and steam scorched his throat. He caught the vague ricochet of the lantern along the boiler.

The cage frame exploded signal oil and broken globe as it was flung back at the cab. It ducked into the front window with a crash. The engine boomed past, and dust and hot smells, swirled over him. The coaches slid by, chuckling at the rail joints.

A ragged clatter broke out down at the end of the supply spur as the pushcar ended its run at the bumper. A dull explosion kicked the still darkness and compressed air screeched. *The Hawk* lost her decisive gait as brakeshoes clamped and jets of thin fire licked at the wheels.

Eddie cut across the yard inside the curve of the main line. *The Hawk's* rear end squalled by before he reached the station platform. In the wedge of her headlight, Nine moved on the spur, one taillight winking solemnly in the glare. You couldn't tell, till *The Hawk's* engine had howled past that bleary marker, whether or not she'd cleared. It was tight.

Train and enginemen of the two schedules were brawling at one another by the spur switch when Eddie Sand drew near. They were trying to place the blame for that one.

A RAMSHACKLE figure came off the rear end of Nine, and Tim O'Conner erupted into the altercation and doubled its clamor. The dispute flared high as the Old Man dug for cause and effect. Watches were compared and events reviewed. *The Hawk's* engineer reported the lantern that had hopped in through the glass of the cab's front window and hung up on the Johnson bar. Right there before him, a peremptory warning out of the sky.

The reason for using spur 3 was kicked about. The two-legged order was brought up and disputed. *The Hawk* hadn't received it at Ledge River. The dispatcher had failed to telephone it to the station. *The Hawk's* hogger had no instructions to run forty minutes late. An ominous silence fell.

Red and green switch lights blinked and goggled. The safety on *The Hawk's* engine lifted and tossed a plume as she popped. The men were still and vague shapes in the dim light of lanters and the flicker of enginemen's torches. The two trains crouched in the restless shadows.

Tim O'Conner walked slowly toward Eddie. He studied the boomer as if his Celtic soul were troubled by elfin fancies.

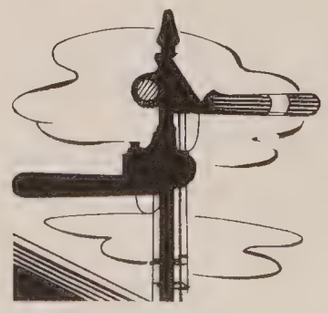
"Warnin's and prophecies come from you like an oracle," the Old Man brooded. "I wonder can you now foretell what is about to happen to you?"

Eddie considered. "Figure it this way: the score adds up to about even, counting that I objected to the way the section foreman anchored his pushcar. I'd never 've made it if he'd done it better. I might have you shaded a little in the gross results. If that is admitted, you can make up the difference by giving me a pass to Seattle and your blessing."

The Old Man pondered. "I have not enjoyed my job so much since I was a foreman in the old construction days," he said plaintively.

Then he added: " 'Twas in my mind to give you a quiet telegraph job, one that would break in a little on your readin' of that book. But you now wish to drift again, and it may be I cannot afford the pleasure of your employ. It would likely distract my mind too much. Yes," he sighed, "this time I will heed your recommendation. The free ride and the blessing are yours."

"Much obliged," said Eddie. ●



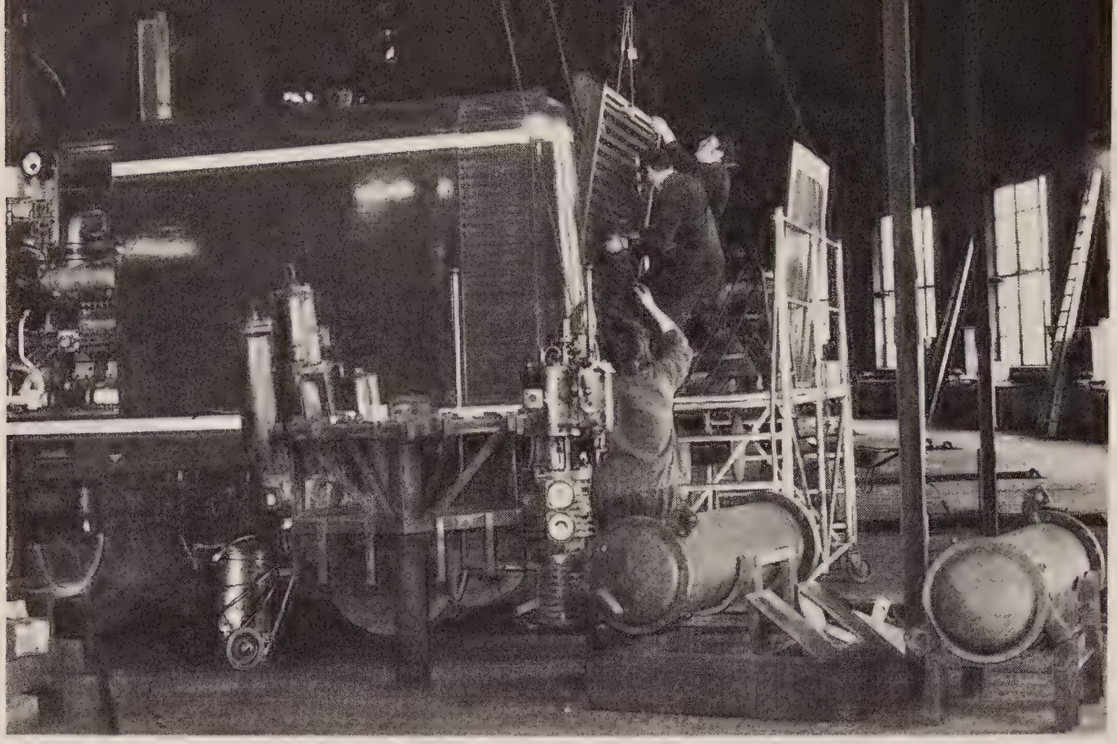
PHOTOGRAPHS OF THE MONTH

The beauty of summer in western North Carolina was photographed by Frank Clodfelter at Azalea as Southern's Skyland Special rolled along route from Asheville to Old Fort on June 12, 1976. Both FP7's, painted in the line's colors, are a Bicentennial salute to southern signers of the Declaration of Independence. Point loco No. 6133 carries a portrait of Joseph Hews, while sister No. 6141 has picture of John Penn, both North Carolinamen.

Frank Clodfelter, 36 Westchester Drive, Asheville, N.C. 28803

Colorado & Southern agent at Ft. Collins, Colo., hands up "19" orders to crew of Denver-Billings through freight train No. 77 in October, 1955. Walter L. McMurtry, 515-A Vassar St., S.E., Albuquerque, N.M. 87106

No, Teri Lee, trains don't stop here any more. Former Atlantic Coast Line-Seaboard Air Line diamond and a once-fine depot are now a dreary sight. Photograph by Fred Clark, Jr.



Workers in roundhouse in Hof, West Germany, labor on point-end grill of diesel in Sept. 1974. Roundhouse and steam facilities were slated to go in early '75. Photographer is having one-man rail-photo show Roslyn, L.I., Public Library, Oct. 1-31, 1976.

John Fasulo, 1 Hubert St., Beacon, N.Y. 12508

David L. Hill, 1221 S.W. 2nd Ave., Apt. 359, Gainseville, Fla. 32601

Canadian Pacific 4-4-0 No. 144 takes on bucket coal from hoist at Chipman, N.B., in 1959.

(Left) Last June 2-8, the Michigan Artrain was visited by 13,165 persons in Monroe. Photo taken on June 8th shows people arriving at an ex-dining car from the 1930s. (Right) The red hack is utilized by the Artrain as an office for the seven-member staff as the train travels across the state of Michigan. Van on PC tracks was decorated in turn-of-century decor.

Both photographs by John Uckley, 414 W. Fourth St., Monroe, Mich. 48161

This Great Northern electric locomotive hauled traffic in Cascade Mountains area of Washington State long ago. The six traction motors developed a total of 3,300 horsepower at 430 rpm.

Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa.

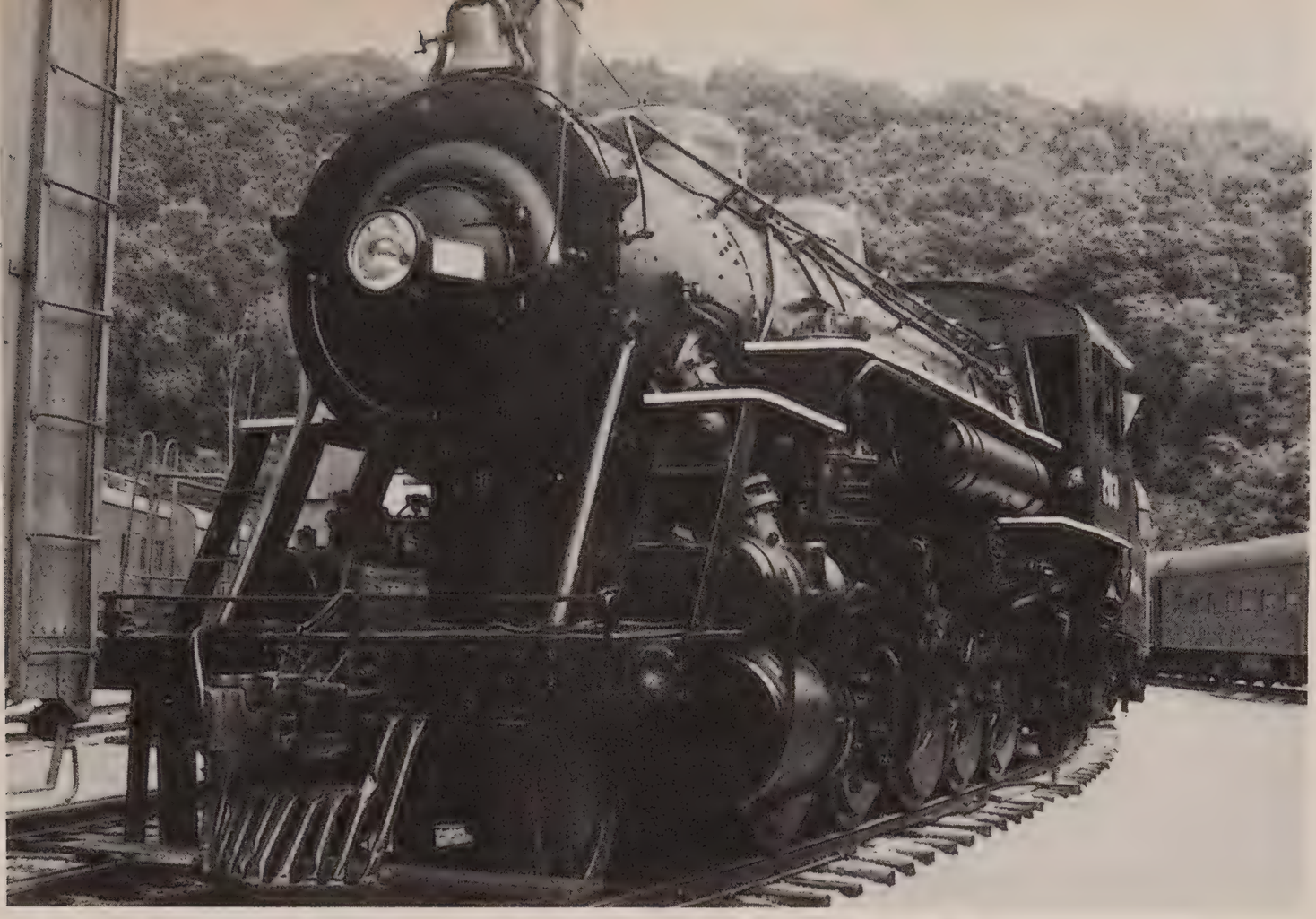
The Freedom Train with ex-Reading 2101 waits out Hurricane Belle at Providence, R.I., Aug. 9, 1976. As storm drew near, train was moved to higher ground at Union Station.

William H. Ewen, Jr., 567 Angell St., Providence, R.I. 02906

Mounted on a white post at the New Zealand Government Railways station at Kaiapoi is an "exchanger," from which the engine crew grabs a train-order tablet. At the same time, the gadget picks up a tablet attached to side of loco. Katrina Stent of Christchurch is shown waiting for train A-22, with engine 1230, last December 20th.

W.T. Morgan, OPS/MET Code 30, NAVSUPPFOR Antarctica, F.P.O. San Francisco 96601.

Conversion of the Pittsburgh & Lake Erie station and surrounding structures in Pittsburgh into a Victorian-style shopping, office, hotel, recreation, and entertainment center begins this fall. Cost of the project will be $30 million, with future investment in the 47-acre site estimated at about $120 million. The project is known as "Station Square." Railroad operations continue.



Gainesville Midland 203 is always of interest at Tenn. Valley Railroad Museum, Chattanooga.

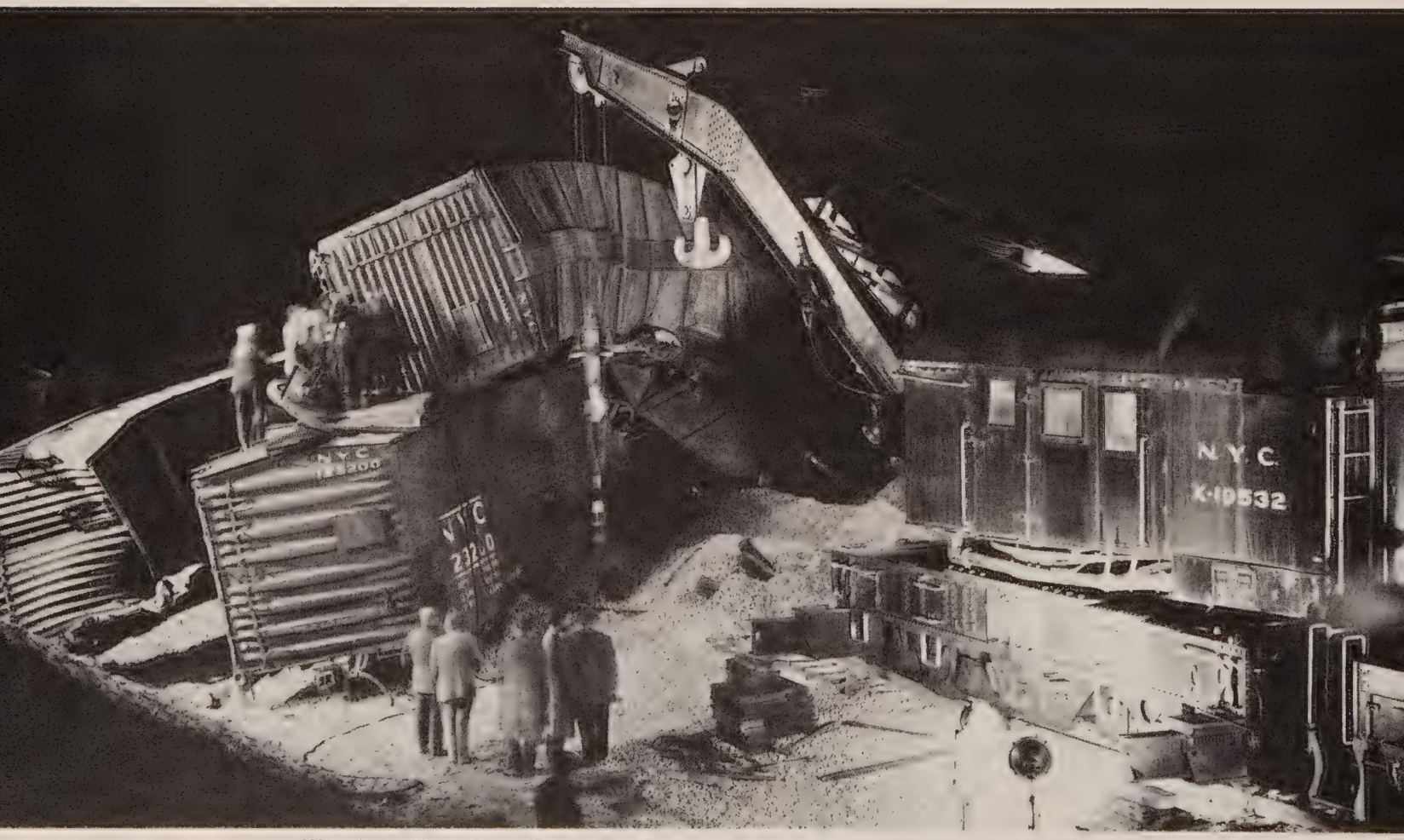
John W. Coniglio, P.O. Box 6312, Chattanooga, Tenn.

Second D&H 1976, RS-3 recently upgraded by Morrison-Knudsen, Binghamton, N.Y.

Mike Eggleston, 21 Langdon Pk. Dr., Kirkwood, N.Y. 13795

Amtrak's new Rohr-built Turbotrains arrive at Albany, N.Y., in Aug. '76.

Bruce Russell, 11-E, 240 Mt. Vernon Pl., Newark, N.J. 07106



Wreck on New York Central's Michigan Air Line near Jackson about 1963.

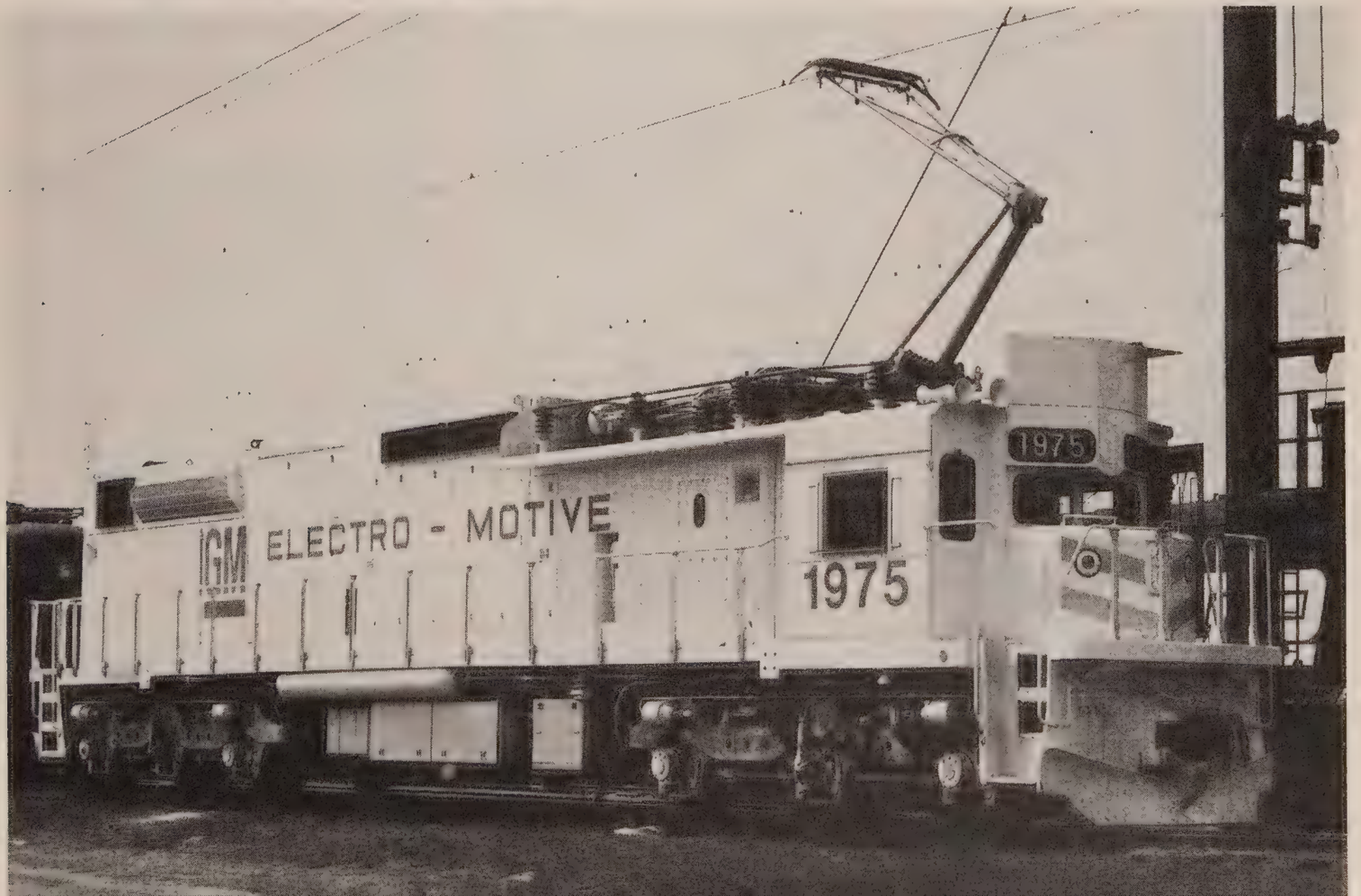
Photograph by Richard J. Cook

Italian State Railways still have steam power. Here is 2-8-2 No. 026 at Gragnola on May 5, 1976.

Mario Balma, Corso Aurelio Saffi, 1A/14, 16128, Genoa, Italy

Don Dorflinger, 18 Westland Rd., Cedar Grove, N.J. 07009

EMD demonstrator 6M6C at Meadows Yard in Kearney, N.J., last June.



INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. How is Grand Trunk Western doing financially?

Despite a bad 1975 year for most roads, Grand Trunk Western during that period gained its fifth consecutive loss reduction. Its $7.2 million net loss was the lowest in 19 years. Record operating revenues of $120.1 million were $7.4 million above 1974 revenues. But this gain was offset by record operating expenses of $127.6 million.

2. Name the first steam railway in Canada?

The Champlain & St. Lawrence. Chartered in 1832 for 16 miles, it was opened from La Prairie on the St. Lawrence to St. John on the Richelieu with 5½-foot gage on July 21, 1836. The *Dorchester*, first steam locomotive to run in Canada, was delivered one year later and ran until her boiler blew up in 1867, after which she was scrapped.

3. What year did the Denver, South Park & Pacific first cross the Continent Divide?

In 1882, by way of the 11,624-foot elevation at Alpine Tunnel.

4. What southern state had the largest railroad mileage at the end of the Civil War?

Georgia, with its 1,400-plus miles in 1865, according to The Railway & Locomotive Historical Society's *Railroad History*. All Georgia railroads were built five-foot gage, in those days the most common gage in the South. This rail network served the entire state, except for rather sparsely populated areas in the northeast and south. Georgia had well over a dozen different lines, but more than four-fifths of the mileage was in seven roads: the Western & Atlantic, the Georgia, the Macon & Western, the Central of Georgia, the Augusta & Savannah, the Southwestern of Georgia, and the Atlantic & Gulf. Even in the post-war chaotic conditions, these seven provided fairly adequate service for such cities as Atlanta, Augusta, Macon, and Savannah. In 1860, Georgia's lines were exceeded only by Virginia's 1,771 miles, much of them located in what later became West Virginia.

5. Where is the world's highest railway bridge?

In France: the Fades Viaduct over the Sioule River on the original Paris & Orleans Ry. between Clermont-Ferrand and Montlucon, now the Southwest Region of the French National. Completed in 1909, the central span of 473 feet carries the rails at a height of 435 feet.

6. Tell me about the Port Townsend R.R.

It was incorporated Aug. 30, 1887, as the Port Townsend Southern and opened in 1891 from Port Townsend to Quilcene, Wash. The line was controlled by the Pacific Coast R.R. prior to 1902, by the Northern Pacific during 1902-1914, and leased to the Port Townsend & Puget Sound R.R. during 1914-1929. In 1945 the company was sold to R.S. Fox and operated as the Port Townsend R.R., an unincorporated facility. On Dec. 10, 1974, the Milwaukee Road requested ICC approval to buy the line, and did so the following June 6th.

7. I'm an Illinois Central Gulf clerk. What is an employee's daily benefit rate for sickness?

It is 60% of his last daily rate of pay in the qualifying base year, but a maximum benefit rate of $25 became effective this past July. Minimum rate is $12.70. Benefits can be paid for no more than 10 days in a two-week registration period, so the maximum amount of benefits is $240 for a two-week period. This increased to $250 in July.

8. How many railroad employees are there in the U.S.?

As of this past June, 510,162, according to the Association of American Railroads.

9. Words, please, to "Down at the St. Paul Station," by Thomas Rooney.

Memory often brings me back
Over the ties of a single track,
Hearing the grain mills pack, pack, pack,
Down at the St. Paul Station!
No Petrified Forest nor Golden Gate,
Niagara Falls nor mountain great,
Still, there was much to anticipate
Down at the St. Paul Station!

The little old building, gray and neat,
An epic of sun, rain, snow, and sleet,
Steel-armed benches outside and in;
A pot-bellied stove on a strip of tin;
Map of the system, yellow and frayed;
(Sherburne was marked with a jack-knife blade).
Glass-framed pictures were all around;
The cities, Montana, and Puget Sound.
The luring tick of the telegraph
Spoke any message for my behalf,
Diverted my gaze from the crated chicks,
And the section car with mauls and picks.
Agent Fogarty, big and gray,
Always busy, his tanned arms bare.
Boy, how I loved to linger there,
Down at the St. Paul Station.

Smiles of reunion, tears of good-byes,
Handclasps and kisses, unsurpressed sighs;
The drama of life was played for my eyes
Down at the St. Paul Station.
Madison-Jackson-Fairmont-Wells,
(Is it not odd how memory dwells?)
Words to the music of engine bells
Down at the St. Paul Station.

10. What road owns the Independence class diesel locos?

In July, 1975, Maine Central received delivery of ten new 1800-hp road locos built by General Electric at Erie, Pa. The U18B locos were designated the Independence class in recognition of the nation's Bicentennial. Each engine is

Chesapeake & Western No. 101, the *F.W. Jackson*, was built by Baldwin.
Collection of Gorton T.H. Wilbur

Eastbound *California Zephyr* at Fremont, Calif., March 7, 1970, 15 days before WP dropped its run.

Photograph by Virgil C. Staff

named for a personality or event related to the American Revolution. The units are powered by 8-cylinder, 4-stroke cycle, turbo-charged power plants. The first unit, No. 400, the *General Henry Knox*, was named after a Maine military figure and trusted friend of George Washington, who later appointed him the nation's first Secretary of War.

11. When did the *California Zephyr* begin and end service?

The *CZ* inaugurated its "window on the west" service March 20, 1949, over the Burlington, the Denver & Rio Grande Western, and the Western Pacific. The once-great luxury train ended its Chicago-to-Oakland run March 22, 1970, when the WP dropped its part of the operation.

12. What happened to Canadian National's cruise ship *Prince George*?

We have no word on the *Prince George* since she suffered an estimated $400,000 fire damage in April '75, just prior to her 1975 Alaska cruise season. Maybe some reader can fill us in. The fire, attributed to carelessness, broke out in late morning aboard the ship tied up at CN pier in Vancouver, B.C., destroying 20 cabins. Canadian National Steamship Ltd. had announced just a month previous that they would withdraw the ship from service at the end of the 1975 season, because extensive outlays for maintenance and improvements would not be warranted because of the ship's age.

13. When was the high-water mark for eastern U.S. open trolley car service?

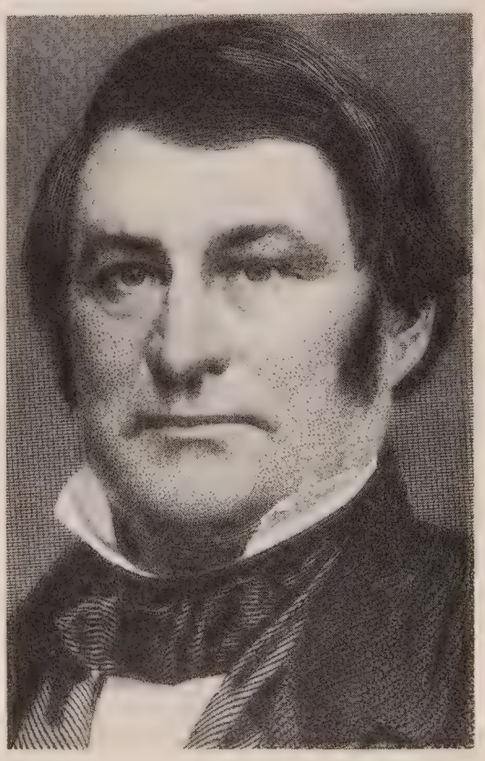
Probably 1917. No one seems to know how many were actually in service then, but trolley historians guess between 5,000 and 10,000. In that year, for instance, Boston owned 1,356 open cars; the neighboring Bay Street Ry. (later Eastern Mass.), 1,108; Public Service of New Jersey, 700; the Connecticut Co., 688; Baltimore, 520, and Philadelphia Rapid Transit, close to 100.

14. Any specs on CB&Q's Aeolus and Milwaukee' 4-6-4 Hiawatha class steam locos?

Aeolus, Baldwin-built, had 25x28" cylinders, 78" drivers, 250 lbs. boiler pressure, engine weight 391,880 lbs., and tractive force of 47,700 lbs. The Alco-built *Hiawatha* had 23½x30" cylinders, 84" drivers, 300 lbs. b.p., weighed 415,000 lbs. with 50,300 t.f.

15. Who was Thomas Rogers?

An American locomotive engineer, born in 1792, who founded Rogers Locomotive Works in 1837. He introduced the link motion valve gear in the U.S. in 1849 and was one of the first to apply balance weights for rotating



Thomas Rogers, engine builder.

parts. In 1850 he created the "wagon-top," or tapered, boiler to give a greater steam space over the firebox. This became a standard feature of early U.S. locomotives. Although Rogers died in 1856, his locomotive works lasted until 1905, producing about 6,300 engines, before being absorbed by the American Locomotive Co.

16. When did the Lehigh Valley take over the UC&B and R&C?

Never. In January 1924 the New York, Ontario & Western acquired control by lease of the Utica, Clinton & Binghamton and the Rome & Clinton, which the Delaware & Hudson had formerly controlled.

Running Extra

ANSWERING Dale P. Bell's query: the Apache Ry. has not yet built its planned extension eastward to Springerville; but two FM's, stored serviceable for construction use, are still on the property. No reason for this delay has been given by Flake Willis, president of the Apache. A dispute between the railroad's parent, Southwest Forest Industries, and the Apache Indian nation has not been settled. Until it is, the Apache Indians will probably not yield the required right-of-way.—Dave Rees, P.O. Drawer R, Ajo, Ariz. 85321.

HISTORY WANTED of the old Pennsy branch from Monmouth Jct. to Sea Girt, N.J. What was the abandonment date of the Jersey Central line from West End to Sandy Hook and Atlantic Highlands?—Robert H. Adams, Jr., N85 W16859 Ann Ave., Menomonee Falls, Wisc. 53051.

I HAVE switch keys with HVRR and K&MRR and a copper tag stamped "M Waddell, eng. insp." Anyone identify them?—E.L. Burbage, Box 143, Ocean View, Del. 19970.

ANSWERING a query, "DF" means damage free. Reefers and boxcars so marked have iron bars or partitions to keep loads from shifting and being damaged.—Bill Morgan, P.O. Box 6469, Oxnard, Calif. 93031.

I HEAR that Ohio & Mississippi (Ohio & Miss. Valley?) bonds were once purchased by Gen. George B. McClellan. What became of that railroad?—Col. Duncan S. Somerville (U.S. Army Ret.), 30 Northmoor Rd., West Hartford, Conn. 06117.

ANYONE TELL me which non-tourist railroads still operate steam in the U.S.?—Lewis Harrison, Box 457, Walhalla, S.C. 29691.

P&O's *Fryeburg*, built in 1882.
Collection of Gorton T.H. Wilbur

REPLYING to Chard Walker: lidgerwood skidders were used extensively in Western logging. The skidder was a steam-driven machine with several engines and winches which dragged logs several hundred yards through the woods and loaded them on flatcars or which disconnected log trucks. A prototype is displayed at the Camp Six forest industries museum in Pt. Defiance Park, Tacoma, Wash. Lidgerwood also was the name given to a Southern Pacific loco maintenance track in Sacramento, where abrasive brakeshoes were installed on locomotives. The engines were pulled by winch and cable along the track to grind tires and flanges. This operation eliminated the need to drop wheels for grinding and greatly reduced maintenance time.—J.W. Mathews, Jr., P.O. Box 18-007, Seattle, Wash. 98118.

INFO WANTED on Pittsburgh & Shawmut terminals. Where did the road get its name? Anyone know about P&S passenger and mixed train operations? I also need railroad maps circa 1940-50.—A. Darrow Latham, Jr., 18 Scott Dr., Melville, N.Y. 11746.

I WANT HISTORICAL info on Virginian R.R.—Robert S. Zelenka, 98 Monticello Ave., Annapolis, Md. 21401.

WHO CAN tell me about New York Central operations in and around Watertown, N.Y., during 1920-'50? My grandfather worked there then.—Robert Valen, 768 Del Mar Ave., Chula Vista, Calif. 92010.

BRIEF HISTORY wanted of Chesapeake Western Ry. from Stokesville to Elkton, Va., in early 1900s.—R.R. McKee, 332 Campbell St., Staunton, Va. 24401.

WHAT WAS the name of the car ex-President Truman used in his campaign? Where is it now?—John R. Freehling, Box 38, Marwood, Pa. 16047.

I'M LOOKING for a photo of the LC&SE trademark, a coon sitting on the letter C. Also a picture of a jitney in use during the 1920s.—Erling Holte, 1110 Schulz Court, Colorado Springs, Colo. 80909.

WANTED: info on old locomotive builders (Rogers, Danforth, Pittsburgh, Grant, etc.).—Don Watson, 2901 Bramshaw Gardens, Mississauga, Ont. L5N-1S2, Canada. (*Ed. note:* See "They Built Steam Locomotives" in our Jan. '73 issue.)

I WANT a brief history of Angel's Flight Ry.—Victor M. Kluth, 284 Franklin Dr., Berea, Ohio 44017.

ANYONE KNOW about a book giving design info for various locomotive valve gearing (Walschaert, Joy, Stevens, Baker, etc.)?—L.A. Ware, 1265 Melrose Ave., Iowa City, Iowa 52240.

WHERE ARE the longest stretches of electric track in the U.S. and in Europe?—J. Gray, 77 High St., Newton, N.J. 07860.

I WANT INFO on steam whistles such as the one on ex-Southern 4501. I want to buy or build one to exact specifications.—John W. White, 1010 Carson St., Greeneville, Tenn. 37743.

FROM WHAT source did the Rock Island get cash to enable it to continue operations?—Carter R. Bishop, Jr., 424 Iris St., Redwood City, Calif. 94062.

I HAVE a tintype photo of a diamond-stack Eight-wheeler with "P&O" on tender and "Fryeburg" on cab. Anyone know?—Warren O. Fleenor, 8250 W. Bergen Rd., LeRoy, N.Y. 14482. (*Ed. note:* The *Fryeburg* was a Portland & Ogdensburg loco.)

WHAT IS the address of the FRA? How many locos have they authorized to travel on interstate railroads? What are the roads and loco numbers?—Maunsel White, 105B N. Gatehouse Dr., Metairie, La. 70001.

MENTION WAS made recently about the SV&E being the Sacramento Valley & Eastern. At one time, in southwestern West Virginia, there was a road known as Sandy Valley & Elkham. The B&O absorbed it. In the early years of WW1, the engines and equipment were relettered with the Baltimore & Ohio and insignia.—Fred Straley, 2401 S. Turner Rd., Youngstown, Ohio 44515.

TRACKSIDE in the DIESEL AGE

by Jim Edmonston

Starting at Cedar Grove, W. Va., and spreading to eight states, the wildcat coal strike, as we go to press, is interfering seriously with rail traffic.

AS I WRITE, the wildcat coal strike which started in Cedar Grove, W. Va., has spread to eight states and threatens to get still further out of control. Picket lines have stopped even United Mine Workers President Miller! A wildcat is the worst type of strike, as the men listen to neither management nor union officials.

The railroads most seriously affected thus far are the Chessie System (C&O especially) and the Norfolk & Western, which by now has probably resorted to a huge layoff. Chessie remains quiet. A sure sign of trouble in the union coal fields is N&W and Chessie System hoppers running in Louisville & Nashville trains. L&N's mines keep producing, as many are non-union. The road leases unused hoppers to take up the slack and, of course, its business is booming right now.

A B&O derailment in Blanchester, Ohio, late in July overturned two tankers full of ethylene oxide, but they did not leak. It was due to a burned-off journal on a boxcar, noticed by an eye-witness about a quarter-mile before the car hit a switch. B&O has a hotbox detector system on this line (Ohio Division), but the next detector was east of Blanchester.

Chessie System will start work very soon on its new $56 million "super yard" here in Cincinnati. The big facility will replace all but Yard 2 of the old yards in the Millcreek Valley, lumping them into one computerized, automated, hump yard. This will eliminate Storrs, Millcreek, Yard A, and Stockyards on the B&O side, and Cheviot, Liberty Street, and Stevens Yard on the C&O.

C&O's torturous 18-mile line up Cheviot Hill on the western end of town will be abandoned, and all trains (including Amtrak's *Riley*) will go north on B&O to Cottage Grove, where they regain C&O rails. This arrangement has been used before and proved workable. B&O's already-heavy Toledo Division will get that much more traffic. The new yard will include new loco service facilities, which should seal the doom of the old Stockyards engine terminal, as well as the bigger facility at Stevens, Ky., and the smaller at Cheviot, Ohio. Yard capacity will be 40 trains, in and out, per day .

BOB MELDRUM, 223 Blackburn Ave., Ottawa, Ont., Canada KIN 8a9, reports seeing on a trip west, many F-units still running on the Soo, Burlington Northern, and CP Rail. One F-7B was spotted in Cass Lake, Minn., still in Great Northern "big sky" blue. NW-2 No. 495 still works Grand Forks, N.D., in the old orange green and black of Great Northern paint scheme. At Minot, N.D., the hump power at Gavin Yard is SD-9's, still in the old GN orange.

Bob saw his first F-45, BN No. 6635, at Havre, Mont., although a shop worker told him it was being cannibalized to keep the other F-45's running. At North Vancouver on July 5th British Columbia Railway's new RCL's 682 and 683 were being delivered by Canadian National. These are MLW model M-420B—cabless, remote-controlled power. Bob says they are equipped with horns. I suppose one might be used as a leading unit or as second unit in a helper set, and would thus require horns when the set backed up.

At New Westminster, B.C., Bob spotted 988 and 989, two of the BN's ten rare NW-5 light road-switchers, all originally Great Northern locos. Only thirteen NW-5's were built: ten for GN, two for Fort Street Union Depot in Detroit, one for Southern. The two Fort Street locos were sold: One is on Mississippi Export RR, the other Olin-Mathieson Chemical. Bob wants an update on how many are still running. Has anyone seen Southern 2100 lately? It used to work in the Gulf area northeast of New Orleans.

Many millions of tons of coal pass through Russell Terminal yards on Chessie.

THE ICC has given B&O the go-ahead to abandon 43.7 miles of trackage between Coal Shaft and Beardstown, Illinois, west of Springfield. This has always been one of B&O's lightest lines, both in traffic and construction. In steam days, E-27 2-8-0's were its

biggest power. Recently, a GP-9 has been handling all chores.

B&O also has filed for abandonment of part of the old Buffalo, Rochester & Pittsburgh system at Black Lick Jct. in Indiana County, Pa., near Johnstown. However, Kovalchick Salvage Co. (owners of the East Broad Top) wants to buy and operate the line and has bought two locomotives (which type, etc?) for this purpose. New name suggestion: West Broad Top.

According to John Kunis, 707 Virginia Ave., Cumberland, Md. 21502 the Chessie System storage tracks in Cumberland hold 15 Western Maryland Alco RS-2/3's and both WM S-6's, 151-152. Unusual units in the yards include both Union Pacific and C&NW power off the run-throughs, N&W power, and a visit by Maryland & Pennsylvania No. 82.

A recent clipping from the Cumberland *Sunday Times* features the B&O Museum in Baltimore, and John underlined the mention of C&O steamers at Huntington. The *Times* says the museum is getting a Greenbrier (4-8-4), a Kanawha (2-8-4), and a Mallet (H-6 2-6-6-2). These are for the museum's outdoor display area. Already there are B&O 5300 4-6-2, 4500 2-8-2, C&O 377 4-6-0, and C&O 490, a streamlined 4-6-4.

Tim Loutzenhiser, 500 S. Walsh, Garrett, Ind., enjoys watching the B&O break in new brakemen in his area: cars are misplaced, highway crossings are blocked as cars are not cut off to clear them, etc. He's seen frustrated veterans toss their switch lists into the air in disgust.

THOSE LEASED ConRail units we reported last month are getting in the news: On June 30th a southbound ConRail freight through Elizabeth, N.J., contained Spokane, Portland & Seattle (BN) RS-3's 4056 and 4054. On July 22nd, again southbound at same location, a freight had Bangor & Aroostook GP-9 79 in the lashup. But the most intriguing aspect of this report is the fan who sent it in: Mary Ann Cavanaugh, 94-13 85th Rd., Woodhaven, N.Y. 11421. Not only that, but she gives loco types, numbers, and paint into, and says she took slides.

JERRY ROSENFELD, a regular contributor of news from Dumont, N.J., says no more GG-1's will operate on the New Haven Division as of September, as the voltage is being changed from 11,000 AC to the newer 24,000 AC. At present, the only electrics suited to this juice are M-2 *Cosmopolitan*, MU's, *Metroliners*, and E-60CP's. There are plans to rebuild the ex-NH 4400-series "washboard" MU's (Pullman-Standard, 1954).

Jerry thinks the coming changeover in New Jersey and Penensylvania will spell death for the remaining GG-1's. They are not practical to modify, but the newer and simpler E-33's and E-44's will be modified.

Also on the road to extinction were the two last operable E-40's, 4973 and 4977. Delaware & Hudson's *Adirondack* is in trouble if the New York DOT will not fund the train. It was to have been discontinued in August but was given an extension to September 8th. If ridership did not improve by that date, the train is already gone. There was a scheme that, if ridership improved, the equipment would be replaced with a leased Canadian National Turbo set to operate only between Montreal and Rensseleaer, N.Y.

GENESEE & WYOMING RR. is a short line wholly owned by Sterling Salt Co. which devotes all its time hauling out salt from the salt mine at Retsof, N.Y. The G&W owns six locos, all Alcos: two S-4 1000-hp switchers and four 1000-hp RS-1 road-switchers. Frank W. Barth, 155 Millicent Ave., Buffalo, N.Y. 14215, says one S-4 is already painted in Bicentennial colors and he saw an RS-1 in the paint shop July 27th. Old colors are orange and black.

G&W also owns cars used in both interchange service and local salt work. The 1974 *Equipment Register* shows they have 197 cars, all but five of them covered hoppers. Frank says all the equipment is kept in the best of shape, which is as it must be when dealing with foodstuffs. Salt, as you know, has a destructive effect on steel unless it's cleaned off immediately. Without frequent cleaning, G&W's Alcos would look like some of the hill-billy 1954 Fords we see dogtracking up and down highway route I-75 out Cincinnati way. The G&W is listed officially as 12½ miles long and connects with B&O and ConRail (but formerly had separate connections with EL, LV, and PC).

A NEW tourist line in Florida is called the Trilby, San Antonio & Cypress. It uses part of the old Atlantic Coastline between Trilby and San Antonio, Fla. Motive power is an ex-Navy GE-45-tonner in a Bicentennial scheme. However, I've heard two reports of steam on the property. One is that an "active" steamer was expected from Birmingham; whereas the current list of Family Lines steam on display has it that old ACL 0-6-0 No. 104 (Baldwin 1886), Class E-1, exhibited at Leesburg, Fla., is being rebuilt for operation on the TSA&C. Can anyone in the Tampa-Ocala area of Florida confirm this?

UNION PACIFIC added to its 1976 equipment needs by ordering 30 more 3,000-hp locos from EMD, meaning either GP or SD 40-2's—in UP's case, probably SD's.

JOHN F. SYSTMA was unanimously re-elected president of the Brotherhood of Locomotive Engineers at its second quinquennial convention in August. First Vice President L.S. Loomis, General Secretary-Treasurer G.P. Sheahan, and all 16 members of the BLE Advisory Board also were re-elected, all for five-year terms. It was, you might say, a clean sweep for the Old Guard.

LATEST report from the Association of American Railroads has a total of 28,524 locomotives in service on Class 1 railroads, an increase of 440 over the previous year. More than 99 percent of them are diesel-electrics.

THE ROCK ISLAND has leased 56 new diesel units from GM, following approval by a Federal district court. Opposition to the leasing arrangement, which costs $2.57 million a year, was expressed by Chicago industrialist Henry Crown, who holds major investments in The Rock and who wants the carrier liquidated. Crown sought to have the leasing arrangement delayed by the court, but the judge refused to

L&N 8490, seen at Frankfort, Ind., Jan. 5, 1975, represents one of the group of the only high-nosed U-30B's ever built. Second phase radiator style.

John F. Harris, R.R. 6, Box 145, Frankfort, Ind. 46041

L&N 2505 at Crofton, Ky., Mar. 2, '75: one of five U30B's (2505-2509) on roster.

Jerry Mart, 2819 Lindsey Dr., Hopkinsville, Ky. 42240

do so. His refusal represents a major setback for Crown.

GERMAN FEDERAL RAILWAYS plan to equip 6,000 motive power units with ground-control train radio links during the next two years. Because of interruption to radio waves by the lie of the land and tunnels DB will set up lineside aerials at varying intervals.

JUGOSLAVIA national rail system has delivery of the first of 39 electric locomotives ordered from France. These units, designed for operation with 3,000 direct current, develop a rating of 2,750 kw.

CANADIAN NEWS finds CP Rail officially setting aside Trainmaster 8905 for preservation. Other units to be saved include an Alco FA and FB, first choices 4090 and 4469. The 8905 was shipped to White River, Ont. on July 13th to join other preserved locos. The other two remaining CP H-24-66's, 8900 and 8904, went to Ogden for scrapping. So ends the Trainmaster story on Canadian Pacific.

An F-M C-Liner, 4104, now in storage at Lethbridge, may not go to Calgary for display as was originally planned. However, another party may soon come to its rescue. CP continues to retire and cut up older Alcos, with the RS-3 and S-3 switchers getting the worst of it. Three RS-3's—8445, 8450, and 8456—were modified with chopped short hoods and put to work on the St. Luc hump, replacing teams of 1000-hp switchers and slave units.

With the June strike of Canadian airlines, both CP and CN were hard pressed to handle all the passenger traffic. On CP, as many as 500 people and 20 cars were on train No. 1; which ran with three units all through the strike. Sleepers were used as day coaches.

To compound the shortage of equipment, an automobile fleeing from police rammed the train at Plantagenet, Ont., damaging two 2200-series coaches. These were replaced at Ottawa by commandeering the two RDC's—9068 and 9308—that were to be train 134 the next day. One car went through to Calgary; but on arrival at Thunder Bay, so many standees were waiting for No. 2 that the 708 was pulled off train 1 and added to 2. There were standees on both trains. Crowded conditions and short tempers made things interesting for local constabularies, who got calls to help put down "disturbances" on the trains. Freight power abounded on the passenger; it was a great time for railfans.

CP has leased six RS-18 to British Columbia Ry., possibly four more in the near future. St. Luc yard is looking for four more rebuilt RS-3's to let them retire the last three switchers there: 6508, 6524, and 6601. Coal business upswing has returned the stored M-630's and SD-40's to work. CP's 8745 and 8748, supposed to go to the BCR, as yet haven't gotten west of Field, B.C. The other four have arrived on British Columbia.

The Northern Alberta is reportedly having troubles trying to MU their SD-38's and GP-9's, so the units are being used separately. New GMD units for Algeria from the London, Ont., plant have been sent over CP to the Montreal wharf, thus far in two trains. The 68-foot C-C units move on their own wheels between specially-equipped flats. The flats have European couplers and buffers attached to mate with the units.

Dominion Foundry & Steel has found it is cheaper to move coal from Western Canada to Hamilton via the Panama Canal rather than by rail to Thunder Bay, completing the journey by Lake Boat. Seems like a great opportunity for unit-train service here.

CP's orders for 25 SD-40-2's might get upped to 60, St. Luc got one more rebuilt RS-3, the 8460, and four (8439-8450-8442-8444) are going to Winnipeg. Interim power for passenger service, while waiting on new units, will be four more re-geared 1400's. These will go into the new Montreal-Quebec service. MLW offered CP some M-424's, but 4-axle power is not needed right now. Canadian Transport Commission ordered restoration of Esquimalt & Nanaimo passenger service north of Parkesville, B.C., beginning 7/27. Continental Can Co. ran four CP passenger trains privately between Montreal-Montebello-Ottawa in late July, using a single unit, a baggage car, and a skyline dome. Units that saw service were FP-7A 1402 and RS-10 8479.

Car diagrams of CP coach series 2108-2128, mail/baggage cars 3619-3648, and baggage cars 4200-4201 are urgently needed. Sen them to me and I will forward.

Canadian National makes news with its new "Via CN" yellow and blue image. Greg Roach, 411 Breckonwood Rd., Burlington, Ont., sent me a slide of FP-9A 6516. He says he knws that two F9B's and three Turbo sets have this image so far. Spadina Shops seems to be the home for the "Via" units thus far.

CN's new SD-40-2's 5279-5293 won't see service until next year, but M-420's 2560-2579 will probably be delivered by the time this gets into print. The rebuilt 1700-series increased by one more, 1751, which is ex-3844, completed June 2nd. CN has power leased out to Northern Alberta, BCR, and Shawinigan Falls, and are selling units to Quebec Cartier Mining.

Grand Trunk Western got its 4433 returned from the Duluth, Winnipeg & Pacific, and may sell five GP-9's to the Michigan Transportation Authority. Some GTW switchers have been given single-digit numbers in advance of

Chessie (C&O) U-30B No. 8227 is open for public inspection at Brunswick, Md., Aug. '75. Photograph by H.L. Buckley

sale. Providence & Worcester is leasing Bangor & Aroostook No. 75, and has a GE U-18B on order. Would this mean the end of P&W's affair with Montreal? Finally, Green Bay & Western has acquired the much-travelled Precision RS-37 No. 901, which might become GB&W No. 381, adding one more Alco to the GB&W's All-American roster.

EVER WONDER why some railroad managements seem absolutely against visitors? All that a railfan normally does is shoot photos and observe activity. But unless the railroad knows who you are and why you are on the property, they have good reason to suspect you.

Last July, in what I consider a gross miscarriage of justice, B&O had to pay $608,000 to the parents of a boy who had lost his left leg as he tried to hop a freight in northeastern Washington, D.C., four years ago. The judge ruled that the railroad "passed through an area that was attractive to children, close to a playground, a toy factory, and a pickle works which handed out free pickles to the children." Witnesses claimed they'd often seen "20 or more" kids playing on or near the tracks.

B&O was ruled liable because it had no effective policy for keeping chilren off the property. This may mean the loss of free pickle handouts. Any railfans wanting to photograph B&O freights in the vicinity of 9th and Kearney streets N.E. had better get permission beforehand. All because a trespassing kid missed a grab-iron. Even so, we're sorry for the kid; that was a terrible accident.

ANNAPOLIS, the capital of Maryland, will officially lose its rail service when the Baltimore & Annapolis tears up its remaining rails south of Glen Burnie. The ICC OD'd the abandonment of the line June 3rd. There had been no service south of Glen Burnie since 1969 after a creek washed out a bridge.

A NEW, 52-page, magazine-format book called *The Lone Survivor, America's Bicentennial Queen*, is available from Wright Enterprises, P.O. Box 624, Oakhurst, Cal. 93644 for $5.59 postpaid. This work covers all aspects of refurbishing SP 4-8-4 4449 for the Freedom Train, plus complete historical backgrounds and action photos of the SP's Daylight trains. The text is written as a personal experience, almost as a diary, with blow-by-blow developments in the seemingly impossible task of rebuilding this locomotive.

All interior photos are b&w, but there is a color cover and rear jacket, plus some fine artwork by Harlan Hiney and a set of plans for the 4449. Most of the historical photos and data came from SP files. The book ends as the 4449 arrives in Chicago to meet the Freedom Train. This inexpensive and well-done tribute should interest every railfan. The SP Sales Department could use it as a fine sales tool and collector's item.

IS BOSTON & MAINE F-7A No. 4266 the last F unit on the line? Anthony Pazzanita, 44 Oakridge Rd., Wellesley Hills, Mass. 02181, found her on the North Billerica dead line on June 27th and was told that she was the last F unit on B&M. Tony also mentions that the Provicence & Worcester enginehouse in Worcester on July 5th held Southern RS-3 2141, still in SR paint, and that Illinois Northern S-4 29 is still there. She is a contractor's loco, not P&W property.

CP Rail Photograph

CP Rail has added three unique diesel units to its locomotive inventory. Three 1600-hp DRS 16B locomotives were taken from storage recently to replace 1000-hp switchers and slave units on the St. Luc hump in Montreal. Modifications made at St. Luc Yard roundhouse included cutting down the nose on end of units, adding more windows, and removing electrical equipment from the nose.

MARK LOYD of Winston-Salem, N.C., one of our regular contributors, visited N&W's Lambert's Point Yard in Norfolk, Va., on July 14th, before the wildcat coal strike really took hold, and found a "gold mine" of Alco power. Mark's tally: five RS-3's, four of them ex-NKP and 307; one of N&W's first diesels; two DL-701's, both ex-NKP; one RS-36, three DI-702's, and four T-6 switchers. T-6 No. 34 also was spotted in Suffolk, Va.

Likewise at Lambert's Point were two FM H-16-44's, Nos. 138 and 148, both stored with stacks capped. I would suppose that Lambert's Point is very quiet now with the strike in progress, but there should be a surge of "catch-up" activity when it is settled, and those Alcos should be busy for a while. In other N&W news, several U-30B's that were on the dead storage line at Decatur, Illinois, have been moved off that line and their stacks uncapped. Anybody see them in service yet?

THREE ex-PC RS-3's moved through Conway Yard enroute to Chicago in late June, desitned for Amtrak service in Chicago. These were Amtrak units numbered 125, 122, and 129. They had been refurbished at Wilmington Shops. Probably in service now, out of 16th Street, Chicago.

Joe Jack, ConRail dispatcher at Ambridge, Pa., has located that elusive one-of-a-kind GE 100-ton center-cab, ARMCO Steel No. 1. She still works the Ambridge plant. Joe says Conway Yard has some of the SP&S RS-3's (leased from BN) working there, as does Selkirk.

A NOTE from McDonough, Ga., reports that Southern now has a locomotive-simulator, but with a difference. It's an actual locomotive on an 8-mile track, not just a mockup. Southern takes its engineers from the ranks of conductors and trainmen.

History of the U-Boats

GE INTRODUCED in December, 1966, the unit that was to become its best seller, the U-30. As had been the case with the previous U-25 and U-28, the new one was simply a progressive step upward, refining the basic advantages and designs of the U-25. Early U-30's overlap carbody styles with U-28's, just as the U-28's overlap the late U-25's.

There is no external difference between a U-28 and an early U-30. Indeed, there is very little internal difference. Both units are powered by a 16-cylindered FDL-16 turbocharged prime-mover. The U-30, though, is rated at 3000 hp, vs. 2800 for U-28. That 3000-hp figure seems to be the magic number in U.S. dieseldom, as it is the most popular HP rating in the country. The U-30B and C competes, of course, with the EMD GP and SD 40, and for a short time challenged Alco's C-630 and (to a very slight extent) C-430.

The U-30 is GE's most popular unit to date, with 306 U-30B's, 604 U-30's, and six special U30-CG's sold. Union Pacific's order for 40 U30C's, now completing delivery, will be the last of the "U-boat" line, as GE is scrapping the term "U" (at least for domestic units) after the order is filled. New units will reflect the number of axles, horses and year built. What was a U-30B in 1976 will be a "B-30-77" next year.

U30B's and C's, over the ten-year period of their production, changed very slightly. The most noticeable alterations appear in the radiator area. On the first units, the radiator used was the same as U-28; a rectangular grid covering an entirely open area, with two rectangular bulges on top. The radiator top consists of a huge grid with a catwalk down the middle. Later, the grillwork on the side of the radiator was shortened, although the open area remained the same. Two separate intake openings, side-by-side, appeared ahead of the grill.

More recent progression saw these two vertical intakes aided by a third, placed off-center and half-again as high up on the side of the unit. The boxy bulges were given a fairing angle to the sides, just ahead of and above this third intake. Rooftop grids were raised, making the entire radiator assembly higher. The catwalk was dispensed with. In the final radiator design, the fairing angle is gone, and the top of the radiator looks like a huge saddle fitted to the rear of the unit.

All U-30's have a single, crosswise stack set just ahead of the radiator. Trucks are GE or EMD Blombergs from trade-ins. C-units are on GE's 1966-version of the Flexicoil, either General Steel Castings design or Adirondack. All U-30B's and C's are conventional low-noses, except for those on the Norfolk & Western (1930-'64, 8465-8539), all U-30B's, which are high-nosed. Southern's 3800-3804 are the only high-nosed U-30C's.

Four GE test-bed units were built in May-June 1966 as U-30B's. These were GE 301-304, which show graphically how GE designs can be altered without change of prime mover or basic structures. When built, 301-304 were externally duplicates of U-28B's. In 1967, GE upped the fuel rack settings and added a larger radiator, making the units U-33B's. After more testing, more settings were changed and they became U-36B's, with 301 riding on the new GE "floating-bolster" truck. The high-horsepower demos were all rebuilt back to U-30B's, and Nos. 301-302 were made part of C&O's 8210-8224 order, while 303-304 became Western Pacific 770 and 771.

In 1972, to counter EMD's "Dash-2" improvement program, GE introduced its R series option, a set of internal improvements aimed at extra reliability. To publicize this, L&N U-30C No. 1499 was given a special XR paint scheme, which it still carries. However, either the XR option has been added to the line as standard equipment or there is no provision for identifying new units as such. Unlike EMD designations such as GP-40-2, General Electric continues to denote models without using XR. After the XR option, new U-30's did get an external modification: a water-level sight glass on the right side of the hood and a small inspection door high on the right side toward the radiator area.

Six custom units were built for Santa Fe in 1967, when ATSF pioneered the "cowl" unit. Cowls are a standard - "hood unit" frame with a "covered wagon" streamlined structure over it. Unlike the older F and E units, the Cowl forms no structural member itself. The result is a wide-body, streamlined cab unit that harks back to the lines of the E units and Alco PA's.

GE built ATSF 400-405, model U-30CG, as follow-ups to the ten special U-28CG's that Santa Fe was running in passenger service. The "G" in the model number stands for generator, for steam generating capability. The U-30CG's looked like nothing before or since.

It's cab reminds you of those F-M "Erie-builts" (which is as it should be), with a rounded front and spacious deck ahead of the windshields. The sides are fluted, as were the Burlington's E-5's, and the radiator area has flush grillwork and no bulges. The units, in their ATSF passenger warbonnet scheme, are distinctive, even though their sides, back of the cab, may suggest a galvanized shack.

The U-30 units give a good account of themselves. They are very interesting in action, with their chugging exhausts and smoke when laboring. As seems to be the case with most GE's, the roads that operate many of them like them, but some roads with small batches, such as Southern and C&O, aren't enthusiastic, for reasons not quite clear.

Then there's N&W, who has all of its GE power in dead storage (previous report has it that some U-30B's might go back to work). But as long as there are GE units, we railfans will at least have a variety of power to watch, and I think GE intends to keep it that way.

CONTINUE sending diesel news to Jim Edmonston at 821 Clearfield Lane, Cincinnati, Ohio 45240.

Part Four: All-time Roster of

Penn Central Transportation Co.

Compiled by Sy Reich

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
ERS-15	PCT 5783	PCT 5915	1500	GM-END	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5786-5788	NYC 5786-5788	1500	GM-END	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5789-5790	PCT 5918-5919	1500	GM-END	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5792-5793	NYC 5792-5793	1500	GM-END	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5794-5795	PCT 5921-5922	1500	GM-EMD	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5800	NYC 5800	1500	GM-END	GP7	B-B	62,100	248,400	1953	5
ERS-15	PCT 5801	PCT 5925	1500	GM-EMD	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5802-5805	NYC 5802-5805	1500	GM-END	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5807	PCT 5927	1500	GM-END	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5808-5812	NYC 5808-5812	1500	GM-END	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5818-5827	NYC 5818-5827	1500	GMD	GP7	B-B	65,000	260,000	1951	32
ERS-15	PCT 5840-5844	PRR 8800-8804	1500	GM-END	GP7	B-B	61,300	245,250	1952	
ERS-15	PCT 5845-5846	PRR 8545-8546	1500	GM-END	GP7	B-B	61,300	245,250	1953	
ERS-15	PCT 5847-5850	PRR 8547-8550	1500	GM-END	GP7	B-B	61,300	245,250	1953	30
ERS-15	PCT 5852-5853	PRR 8502-8503	1500	GM-END	GP7	B-B	61,300	245,250	1952	
ERS-15	PCT 5854-5856, 5857 (1st)	PRR 8554-8557	1500	GM-END	GP7	B-B	61,300	245-250	1953	30
ERS-15	PCT 5857 (2nd)	PCT 5885 (1st)	1500	GM-END	GP7	B-B	61,300	245l250	1952	
ERS-15	PCT 5858-5881, 5882 (1st)	PRR 8558-8582	1500	GM-END	GP7	B-B	61,300	245,250	1953	30
ERS-15	PCT 5882 (2nd)	PCT 5887 (1st)	1500	GM-END	GP7	B-B	61,300	245,250	1952	
ERS-15	PCT 5883	? ?	1500	GM-END	GP7	B-B	62,200	248,650	?	
ERS-15	PCT 5884-5888 (1st)	PRR 8504-8508	1500	GM-END	GP7	B-B	61,300	245,250	1952	30
ERS-15	PCT 5884-5888 (2nd)	PCT 5850;5857 (1st); 5862; 5882 (1st); 5864	1500	GM-END	GP7	B-B	61,300	245,250	1953	
ERS-15	PCT 5889-5892	PRR 8509-8512	1500	GM-END	GP7	B-B	61,300	245,250	1952	
ERS-15	PCT 5893	PCT 5954 (1st)	1500	GM-END	GP7	B-B	61,300	245,250	1953	
ERS-15	PCT 5894	PCT 5950	1500	GM-END	GP7	B-B	61,300	245,250	1952	
ERS-15	PCT 5895-5896	PRR 8805-8806	1500	GM-END	GP7	B-B	61,300	245,250	1952	
ERS-15	PCT 5897-5899	PRR 8797-8799	1500	GM-END	GP7	B-B	61,300	245,250	1952	
ERS-15s	PCT 5900-5927	NYC 5753,5758, 5762,5765-5775,5782-5785,5789-5791,5794-	1500	GM-EMD	GP7	B-B	62,100	248,400	1953	5,6
			5795,5797, 5799,5801, 5806-5807							
ERS-15s	PLE 5928-5930	PLE 5735-5737	1500	GM-END	GP7	B-B	61,700	246,800	1953	31
ERS-15s	PCT 5950-5951	PRR 8500-8501	1500	GM-END	GP7	B-B	62,900	251,650	1952	30
ERS-15s	PCT 5952-5953; 5954 (1st)	PRR 8551-8553	1500	GM-END	GP7	B-B	62,900	251,650	1953	30
ERS-15s	PCT 5954 (2nd)	PCT 5951	1500	GM-END	GP7	B-B	62,900	251,650	1952	
ERS-15s	PCT 5955-5959	PRR 8583-8587	1500	GM-END	GP7	B-B	62,200	248,650	1953	
EF-25a	PCT 6000-6039	PRR 6000-6039	2500	GM-EMD	SD35	C-C	97,100	388,200	1965	
EF-30a	PCT 6040-6104	PRR 6040-6104	3000	GM-EMD	SD40	C-C	97,700	390,650	1966	
EF-36	PCT 6105-6139	PRR 6105-6139	3600	GM-EMD	SD45	C-C	97,700	388,650	1966	
EF-36	PCT 6140-6169		3600	GM-EMD	SD45	C-C	97,700	388,650	1966-7	
EF-36	PCT 6170-6199		3600	GM-EMD	SD45	C-C	97,700	388,650	1967-8	
EF-36	PCT 6200-6234	PRR 6200-6234	3600	GM-EMD	SD45	C-C	97,700	388,650	1968	
EF-36	PCT 6235-6239	—	3600	GM-EMD	SD45	C-C	97,300	389,000	1968	
EF-30a	PCT 6240-6284	—	3000	GM-EMD	SD40	C-C	97,100	388,200	1970-1	
AF-27	PCT 6300-6309	PRR 6300-6309	2750	Alco Pr.	DL-628	C-C	97,200	388,850	1965	
AF-27	PCT 6310-6314	PRR 6310-6314	2750	Alco Pr.	DL-628	C-C	97,200	318,850	1965	
AF-30a	PCT 6315-6329	PRR 6315-6329	3000	Alco Pr.	DL-630	C-C	97,800	391,150	1966	
AF-36	PCT 6330-6344	PRR 6330-6344	3600	Alco Pr.	DL-636	C-C	98,400	393,650	1968	34
GF-25a	PCT 6500-6509	PRR 6500-6509	2500	GE	U25C	C-C	96,300	385,150	1965	35
GF-25a	PCT 6510-6519	PRR 6510-6519	2500	GE	U25C	C-C	96,300	385,150	1965	35
GF-28a	PCT 6520-6534	PRR 6520-6534	2800	GE	U28C	C-C	98,800	395,150	1966	
GF-30a	PCT 6535-6539	PRR 6535-6539	3000	GE	U30C	C-C	98,900	395,500	1967	
GF-33a	PCT 6540-6559	PRR6540-6559	3300	GE	U33C	C-C	98,400	393,650	1968	34
GF-33a	PCT 6560-6563	—	3300	GE	U33C	C-C	98,500	394,000	1968	
FRS-24	PCT 6700-6708 (1st)	PRR 8700-8787, 8699	2400	FM	H24-66	C-C	?	?	1956	30
FRS-24	PCT 06701-06708	PCT 6701-6708 (1st)	2400	FM	H24-66	C-C	?	?	1956	
GRS-22	PCT 6700-6708 (2nd)	—	2250	GE	U23C	C-C	98,800	395,000	1970	
;	6709-6718									
FRS-24	PCT 6799	PCT 6700 (1st)	2400	FM	H24-66	C-C	?	?	1956	
ARS-16a	PCT 688-6805	PRR 8446-8451	1600	Alco-GE	RSD-5	C-C	89,900	359,650	1952-3	
ARS-24s	PCT 6806-6810	PRR 8606-8610	2400	Alco Pr.	RSD-7	C-C	?	?	1955-6	
ARS-24	PCT 6811-6816	PRR 8611-8616	2400	Alco Pr.	RSD-15	C-C	86,900	347,650	1956	
ARS-18a	PCT 6855-6863	PRR 8655-8663	1800	Alco Pr.	RSD-12	C-C	86,700	346,650	1957-8	
ARS-18a	PCT 6864-6878	PRR 8664-8678	1800	Alco Pr.	RSD-12	C-C	86,700	346,650	1958	

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
ARS-18a	PCT 6879	PRR 8679	1800	Alco Pr.	RSD-12	C-C	86,700	346,650	1958	
ERS-17a	PCT 6900-6924	PRR 7600-7624	1750	GM-EMD	SD9	C-C	88,900	355,650	1957-8	
ERS-15ax	PCT 6950-6951 (1st)	PRR 8588-8589	1500	GM-EMD	SD7	C-C	89,900	359,650	1953	30
ERS-20a	PCT 6925-6959	—	2000	GM-EMD	SD38	C-C	96,900	387,650	1970	
FRS-16	PCT 6966-6967	PRR 8966-8967	1600	BLHW	AS-616	C-C	?	?	1951	
BRS-16	PCT 6973-6974	PRR 8973-8974	1600	BLHW	AS-616	C-C	?	?	1951	
BRS-16	PCT 6975-6976	PRR 8111-8112	1600	BLHW	AS-616	C-C	?	?	1954	
ERS-15ax	PCT 6998-6999	PCT 6950-6951 (1st)	1500	GM-EMD	SD7	C-C	89,900	359,650	1953	
ERS-17	PCT 7000-7049	PRR 7000-7049	1750	GM-EMD	GP9	B-B	62,200	248-650	1955	
ERS-17	PCT 7075-7070, 7072-7099	PRR 7050-7070, 7072-7099	1750	GM-EMD	GP9	B-B	62,200	248,650	1956	
ERS-17	PCT 7100-7104	PRR 7100-7104	1750	GM-EMD	GP9	B-B	62,200	248-650	1956	
ERS-17	PCT 7105-7128, 7130-7144	PRR 7105-7128, 7130-7144	1750	GM-EMD	GP9	B-B	62,200	248,650	1956	
ERS-17	PCT 7145-7184	PRR 7145-7184	1750	GM-EMD	GP9	B-B	62,200	248,650	1957	
ERS-17	PCT 7185-7224 7226-7229	PRR 7184-7224, 7226-7229								
ERS-17	PCT 7240-7269	PRR 7230-7269	1750	GM-EMD	GP9	B-B	62,200	248,650	1959	
ERS-17	PCT 7271,7277, 7280-7281, 7284	PCT 7531,7537, 7540-7541, 7544	1750	GM-EMD	GP9	B-B	63,500	254,000	1956	
ERS-17	PCT 7286	NH 1216	1750	GM-EMD	GP9	B-B	63,500	254,000	1956	
ERS-17	PCT 7290-7292	PCT 7550-7552	1750	GM-EMD	GP9	B-B	63,500	254,000	1956	
ERS-17	CUT 7300-7303	CUT 5900-5903	1750	GM-EMD	GP9	B-B	63,925	255,700	1954	
ERS-17	PCT 7304-7314, 7316-7320, 7322-7327	NYC 5904-5914, 5916-5920, 5922-5927	1750	GM-EMD	GP9	B-B	61,750	247,000	1955	
ERS-17	PCT 7329,7331-7332,7335, 7337-7339, 7343-7344	PCT 7501,7503-7504,7507, 7509-7511, 7515-7516	1750	GM-EMD	GP9	B-B	63,750	255,000	1955	
ERS-17	PCT 7346	NYC 5946	1750	GM-EMD	GP9	B-B	63,750	255,000	1955	
ERS-17	PCT 7347	PCT 7518	1750	GM-EMD	GP9	B-B	63,750	255,000	1955	
ERS-17	PCT 7349-7359, 7361,87364, 7366-7368	NYC 5949-5959, 5961-5964, 5966-5968	1750	GM-EMD	GP9	B-B	61,750	247,000	1956	
ERS-15	PCT 7369	NYC 5969 (2nd)	1500	GM-EMD	GP7	B-B	62,100	248,000	1953	30
ERS-17	PCT 7371-7379	NYC 5971-5979	1750	GM-EMD	GP9	B-B	61,750	247,000	1956	
ERS-15	PCT 7380	NYC 5980 (2nd)	1500	GM-EMD	GP7	B-B	62,100	248,400	1953	30
ERS-17	PCT 7381-7398	NYC 5981-5998	1750	GM-EMD	GP9	B-B	61,750	247,000	1956	
ERS-17	PCT 7399-7419	NYC 5999-6019	1750	GM-EMD	GP9	B-B	61,750	247,000	1956	
ERS-15	PCT 7420	NYC 6020 (2nd)	1500	GM-EMD	GP7	B-B	62,100	248,400	1953	30
ERS-17	PCT 7421-7428	NYC 6021-6028	1750	GM-EMD	GP9	B-B	61,750	247,000	1956	
ERS-17	PCT 7429-7438	NYC 6029-6038	1750	GMD	GP9	B-B	61,750	247,000	1957	
ERS-17	PCT 7439-7440	NYC 6039-6040	1750	GMD	GP9	B-B	64,875	259,500	1957	
ERS-17	PCT 7441,7443-7451	NYC 6041,60343-6051	1750	GM-EMD	GP9	B-B	61,750	247,000	1957	
ERS-15	PCT 7452	NYC 6052 (2nd)	1500	GM-EMD	GP7	B-B	62,500	250,000	1950	30
ERS-17	PCT 7453-7455	NYC 6053-6055	1750	GM-EMD	GP9	B-B	61,750	247,000	1957	
ERS-17	PCT 7456	NYC 6056 (2nd)	1750	GM-EMD	GP9	B-B	61,750	247,000	1956	
ERS-17	PCT 7457-7463, 7465-7475	NYC 6057-6063, 6065-6075	1750	GM-EMD	GP9	B-B	61,750	247,000	1957	36
ERS-17	PCT 7500-7504, 7506-7508, 7510-7512, 7514-7518	NYC 5928-5932, 5934-5936, 5938-5940, 5942-5945, 5947	1750	GM-EMD	GP9	B-B	63,750	255,000	1955	30
ERS-15	PCT 7519	NYC 5948 (2nd)	1500	GM-EMD	GP7	B-B	62,100	248,400	1853	30
ERS-17	PCT 7530-7545, 7547-7559	NH 1200-1215, 1217-1229	1750	GM-EMD	GP9	B-B	63,500	254,000	1956	30
ARS-18	PCT 7600-7608	NYC 8000-8008	1800	Alco Pr.	RS-11	B-B	61,250	245,000	1957	
ARS-18	PCT 7617-7625	PRR 8617-8625	1800	Alco Pr.	RS-11	B-B	62,200	248,650	1956	
ARS-18	PCT 7626-7635	PRR 8626-8635	1800	Alco Pr.	RS-11	B-B	62,900	251,650	1957	
ARS-18	PCT 7636-7641	PRR 8636-8641	1800	Alco Pr.	RS-11	B-B	62,200	248,650	1957	37
ARS-18	PCT 7642-7654	PRR 8642-8654	1800	Alco Pr.	RS-11	B-B	62,200	248,650	1957	37
ARS-18	PCT 7660-7673	NH 1400-1413	1800	Alco Pr.	RS-11	B-B	65,900	263,400	1956	
ARS-18	PCT 7674	NH 1414	1800	Alco Pr.	RS-11	B-B	65,900	263,400	1956	
ERS-20	PCT 7675-7799, 7800-7801 (2nd); 7802,7803-7805 (2nd); 7806;7807-7811 (2nd); 7812-7814;	— 7815-7816 (2nd) 7817;7818-7821 (2nd) 7822;7823 (2nd);7824	2000	GM-EMD	GP38	B-B	66,000	264,000	1969	
ERS-20	PCT 7825;7826-7828 (2nd); 7829-7831; 7832-7843 (2nd);7844; 7845 (2nd); 7846;7847-7853 (2nd);	— 7854-7855; 7856 (2nd); 7857-7858; 7859-7862 (2nd);7863; 7864-7867 (2nd)	2000	GM-EMD	GP38	B-B	66,000	264,000	1970	

(Roster continued next month. All notes in a future issue.)

Mike Eagleson

IN SEARCH OF STEAM

CHESAPEAKE & OHIO steam is being repaired and painted at the Huntington, W. Va., shops to go on permanent exhibition at the B&O Railroad Museum at Pratt and Poppleton streets in Baltimore, Maryland. In a refurbishing plan, the Chessie System is spending $2 million on the museum and is fixing up for display the following C&O steamers: a 2-8-4, a 4-8-4, and a 2-6-6-2. These will stand outside on the museum grounds near the B&O President class Pacific No. 5300, Mikado No. 4500, C&O Hudson 490, and 4-6-0 No. 377. The museum is open from 10 a.m. to 4 p.m. Wednesday through Sunday.

UPDATING and correcting the information in my August column about the dispostion of ex-Reader Railroad steam locomotives, Tom W.M. Long, former president of that road, P.O. Box 6049, Shreveport, La. 71106, sends the following news:

Prairie No. 11 has been sold to F.W. Pollock, Jr., of Woodward, Okla., who is president and general manager of the Northwestern Oklahoma Railroad. The low-slung 2-6-2 will be repaired at the Reader Shops at Reader, Ark., and brought up to Federal service (FRADOT) requirements prior to shipment to Oklahoma.

Prairie No. 108 was sold and shipped to the Locomotive Fifteen Corp. of Conway, N.H. She is subsequently being leased to the Conway Scenic Railroad of North Conway for excursion duty.

Consolidation No. 1702 has *not* been sold for shipment to Saudi Arabia, as reported in several sources. Tom says she is in great shape and occasionally makes switching moves around the shops in Reader. She is no longer in Federal service and operates under an Arkansas Boiler Certificate. This modified U.S. Army 2-8-0 needs a good home.

Still on hand for sale at Reader are several coaches, a steam derrick, a caboose, two flatcars, a tank car, and a gondola.

A SAD FOLLOW-UP to the above story comes from *Interesting Railfan* Dwight A. Smith, president and general manager of the Conway Scenic, P.O. Box 434, Conway, N.H. 03818. Dwight laments that between June 10th and July 8th, while on a flatcar enroute from Reader to North Conway, 2-6-2 No. 108 was broken into and had stolen from the locked, sealed, and boarded-up cab the following irreplaceable items: two Baldwin builder's plates, serial No. 52820, January 1920; a Baldwin number plate (No. 108); a Pyle National headlight; a pair of Pyle National classification lamps; one Superheater Co. patent plate; a complete bronze bell with yoke and air-ringer; a six-chamber steam whistle and valve; and 2 brass oil cups for crosshead oiling. If you should see any of these items up for sale or trade, contact Dwight at once. The engine looks terrible without them.

STEAM OPERATORS needing technical assistance and steam-type lubricants and their related specialty supplies can find them at the Interlube Corp., 4646 Baker Ave., Cincinnati, Ohio 45212. Henry E. Weller, Jr., has been solving technical and lubricant problems for steam roads for more than ten years before joining this 50-year-old company, which is now starting a new line of railroad lubricants.

THE SMOKY LINE Steam Excursion Development Committee, P.O. Box 130, Kapuskasing, Ont., Canada, is planning to set up a 19-mile steam-train ride as part of a major tourist development project. Motive power will be ex-Temiskaming & Northern Ontario 4-6-0 No. 219. The Ten-wheeler wound up her last serviceable years at Normetal Mine at Dupuis, Quebec, before being sold to the excursion group. She is now being restored at Cochrane, Ontario. No date yet on this project, but I wish the new steam road every success.

THE STEAM STABLE on the Wilmington & Western Railroad at Greenbank, Dela., is growing rapidly. Its roster includes five good-looking locomotives: two 0-6-0's, a 2-6-0, one 4-4-0, and a 4-6-2. The largest engine to join the ranks is ex-Gulf Mobile & Northern 4-6-2 No. 425. At this writing, she is externally in good condition but not operable. To be moved this year to the road's Marshallton, Dela., enginehouse is former New York Central 0-6-0 No. 6894, class B-10w. Pittsburgh Locomotive Works built this switcher in 1912, reports Brian R. Woodcock, assistant general manager of the W&W.

FACED WITH a sharp drop in passenger fares and subsequent losses, Japan's Oigawa Railway Co., headquartered in Haibara-gun, Shizuoka Perfecture, purchased a former C-11 class 2-6-2T No. 227 from the National Railways and has begun a four-days-a-week passenger service on the 40-kilometer mainline between Kanaya and Sengu stations along the Oi River in the mountains of southern Japan. The 34-year old Prairie tank engine cost 4.4 million yen and has been completely rebuilt. She has about a million kilometers of service to her record.

Japan has a tremendous following of enthusiasts of steam locomotives, which are commonly referred to as SL (in English letters) by the general population. Railfans in Japan are respected and admired—unlike in North America—and not considered odd. When I visited Japan in 1972 "in search of steam," it was common to find SL photos in hotel lobbies, barber shop windows, magazine camera ads, and even adorning shopping bags carried by housewives in department stores.

THE LION, New England's oldest steam locomotive, is now a prominent Bicentennial exhibit at the University of Maine in Machias. The 130-year old steamer gained fame by hauling lumber products from Whitneyville to Machiasport in the 1800s. Built in 1846 as the 62nd locomotive of the Hinkley & Drury works in Boston, Mass., at a cost of $2,700, she went to work on the Palmer & Machiasport Railroad joining the *Tiger,* No. 7 on that road.

CANADA's Pinafore Park Railroad at St. Thomas, Ont.—famed as the city where a great circus elephant, Jumbo, was killed by a steam locomotive—now uses two 0-4-0T-'s, Nos. 1 and 2, both built by Montreal in 1926 for tourist operations of the Canadian Gypsum Co. of Nova Scotia. It is proposed that one locomotive and some rolling stock be transferred to the Essex County Heritage Village at Windsor, Ont., for a new steam road to be opened around 1978. As part of this project, the old Canadian National's Tecumseh station is being moved to the historical village site.

NEWSPAPER reports tell of drastic financial losses of the Vermont Bicentennial steam train oprating in that state with equipment leased from the Steamtown Foundation at Bellows Falls, Vermont. Although the use of ex-Canadian Pacific 4-6-2 No. 2317 had been anticipated, the reconditioned ex-C.P. No. 1293 was actually doing the honors in her new green livery. Editorials yammered about the alleged waste of taxpayers' money, with losses quoted as nearing half a million if the train were permitted to run out its full schedule as planned. This news is a bad blow to all steam fans. Even the future of other state-sponsored steam operations is at stake.

AN UPDATE of news from North Carolina's Graham County Railroad and the tourist counterpart, Bear Creek Scenic, comes from Jim Wrinn, 81 Lyle St., Franklin, N.C. 28734. The Graham

County's last run was on June 26th last year, when the entire line was closed by a $500,000 washout. However, speeder service still operates on the Bear Creek portion of the line, run by locals and leased to them by the owners. The Bear Creek trackage will probably return to its former owner, the Bemis Lumber Co. All Shay locomotives are still on the property at this time.

ANYONE interested in being a professional steam locomotive fireman or engineer should contact the Roaring Camp & Big Trees Narrow Gauge Railroad at Felton, Calif. 95018. The road has immediate openings, including positions for a machinist and boilermaker. Here's your chance to go West and get a permanent job on a steam road!

THE FORMER West Side Lumber Company's 3-foot-gage Shay No. 7, long displayed at Sonora, Calif., may be switched for ex-Pickering Lumber Corporation's standard-gage Shay, also No. 7 (I wonder if the town's folk would even know the difference). The three-truck West Side Shay is wanted back at Tuolumne by the owners of the currently inactive West Side & Cherry Vale Railroad, according to *Pacific News*. The narrow-gage engine may eventually be operated with ex-West Side Shays 12 and 15. The three-truck ex-Pickering loco last ran in 1971 and now rests at the lumber mill in Standard.

ASUNCION, PARAGUAY, was the steam discovery site of Grant S. Allen, 711 Spring St., Sausalito, Calif. 94965, when he found beautiful 2-6-0 No. 54 in the cramped enginehouse. She is a woodburner and was then handling a once-a-week sleeper train to Buenos Aires. On the same trip, Grant saw another 2-6-0 making up a train in the yard at Puerto Mott in Chile.

For Your Steam Collection

STEAM LOCOMOTIVES OF BRITISH RAILWAYS, by H.C. Casserley, 6x8¼", hard cover, 484 pages, hundreds of photos, maps, charts, Hamlyn/America, 95 Madison Ave., New York, N.Y. 10016, $8.95. (Available from Railroad Magazine Book Service.)

Described as the "most wasteful exercise ever conceived," the British Railways scrapped more than 13,000 comparatively new steam locomotives between 1961 and '68. This book is a review, in roster photos, of virtually every type steam locomotive owned by British Railways since its forming in 1948. Variations in design and painting styles are detailed and shown. Included are lists of steam museums and preserved mainline locos.

Reunion at Wilmington & Western enginehouse in Marshallton, Dela. After 14 years of separation, ex-GM&N Pacific No. 425 is stabled again with ex-Mississippi Central 4-4-0 No. 98. Old Baldwin switcher is No. 58.

Brian L. Woodcock, 203 Molly Lane, Chadds Ford, Pa. 19317

SET OF TEN, limited edition (8 steam and 2 diesel), standard-size color postcards, Camelback Publishing, 37 Edgemere Ave., Mt. Arlington, N.J. 07859, $1.75 postpaid. List of the exclusive postcards includes a Reading 4-8-4, Canadian National 4-6-2 and 4-8-4, Erie 4-6-2, Pennsylvania K-4 at night, Lackawanna 2-6-0, Nickel Plate 2-8-4; Erie, Pa., diesels; Western Maryland FA diesels with 4-8-4, South African Beyer-Garratt, New South Wales Government Railway 4-6-2.

Steam Hoggers

THE MEN who rode those bombshells of scalding water and steam had to "make the time" and still handle their trains smoothly. A great deal of pressure was put on them to do the near-impossible every trip.

On the Illinois Central, for example, you lost time getting out of Chicago and going through the suburbs. You had to make it up on other divisions. One division especially, the third out of Chicago, called the Centralia District, had a 55-mile stretch of track that was level and almost straight. This was nicknamed "The Speedway." Five engineers on this district were known as speed merchants. They were Banks (my father), Sheppard, Pixley, Edwards, and Erskine.

You could never know just what the engineer who pulled those high-speed trains had to go through to "make time" with the big high-wheelers unless you yourself have ridden one of those boilers at high speed.

Some years ago an Interstate Commerce Commission man had occasion to ride the cab on the head-end of IC's *Panama Limited* on the Centralia District. My father, H.H. Banks, was the engineer. The ICC man said he'd never before ridden in an engine cab and had been told to get that experience. He had traveled by plane through storms, and long trips over water but never anything that proved so awe-inspiring and actually frightening as that steam locomotive trip.

He found himself surrounded by a crowded boilerhead with its many devices and piping, a white-hot glare from the firebox, a roar from the exhaust, and rattles and clanks as the engine surged, bucked and swayed—with the air pump thumping and the automatic stoker rumbling.

It was as though something were alive. Also, below him were the six-foot drive wheels spinning so fast that spokes and counterbalances merged into a flashing blur, with side and main rods thrashing wildly, crossheads pumping in unison. Crouched in his seat ahead of the fireman and holding tightly to the arm-rest, he kept hoping they'd stay on the rails. He said afterwards it was an experience he'd never forget.

It was exciting in the old days to climb up the gangway ladder into the cab of a steam locomotive for the first time. You sensed something alive and breathing, an animal warmth, a crowded and impressive boilerhead with many valves, gages, and levers.

Gone with the throttle artists of yore are the chime steam whistles. The raucous bull bellow of a diesel locomotive horn is a poor comparison to the melodious and mournful call of a chime whistle far out on the prairie when the evening shadows were long. Some engineers—"quill artists"—could really make those steam whistles sob and moan.

Harold V. Banks, author of the foregoing, reprinted from The Locomotive Engineer, *is a retired mechanical supervisor for the Camas Prairie Railroad of Lewiston, Idaho. After serving apprenticeship on the IC at Centralia, Illinois, he was a boomer machinist for many years. His was a railroading family: grandfather, father, two uncles, brother, cousin, and two sons—all railroaders. He is now 80.*

CONTINUE sending steam news to your "Search" editor, Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.

STEVE MAGUIRE'S

TRANSIT TOPICS

Knee-deep in summer of 1973 is an old MU car, still lettered *Pennsylvania*, painted Tuscan red, in former Penn Central car-shop yard, Paoli, Pa.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

A NEW RAILWAY, the Waterfront Electric, a non-profit, public-service corporation, is now operating on one mile of track in the new International Park in Toledo, Ohio, with a ex-Chicago Transit Authority 4000-series elevated car repainted for WE Railway use. Overhead wire will not be installed until final park-planning is completed. Meanwhile, motive power is supplied by a 1917-era interurban box-motor equipped with a diesel generator.

Operation periods are from 12 noon to 7 p.m. on Saturdays, Sundays, and holidays. Paying $1 for a pass entitles you to ride on the date of issuance. No charge for children under six. The depot is located at 60 Main Street. Special attention is given to groups on regularly scheduled days. Charter service on other days and evenings. For further info write to Willard Edson, president, 2810 N. Reynolds, Toledo, Ohio 43615, or John Mallory, treasurer, 1408 South Ave., Toledo, Ohio 43609.

SOME 2,500 commuters on the north-south Chicago Transit Authority line were delayed up to 50 minutes the other day when a pair of wheels became locked on a northbound train at 35th Street about 9 a.m. Power on northbound and southbound rapid-transit tracks was turned off for 11 minutes. A CTA spokesman said it took 50 minutes to move the train from the northbound track.

CONVERSION of Avenue A Caso to one-way traffic in Mexico City has brought about the end of operation of the Artes streetcar line and changes in location of the terminals downtown of the Valle and Mixcoac-Tetepilco lines, according to Luis L. Torrealba, Panama 706, Mexico, 13, D.F. Mexico, who says the great project failed to relieve traffic congestion.

WEST GERMANY'S suspension railway at Wuppertal is celebrating its 75th anniversary this year. The track is located beneath an overhead monorail structure.

SEASHORE ELECTRIC RAILWAY at Kennebunkport, Maine, has at least two ambitions projects which need financial aid. For one thing, it has bought former Cincinnati & Lake Erie freight motor 648, built 1930 and last in service on the Tulsa-Sapulpa Union Railway in Oklahoma. Funds must be raised to ship the motor and its trucks to the museum.

Another project is one in which I had a hand. This involves saving permanently the well-preserved body of a semi-convertible passenger car (built by Laconia in 1914) and moving it to Seashore from its present location west of Point Pleasant, N.J., not far from my own home. Often during the past 45 years I saw this carbody, with a protective cover, on a small lot. Last year its owner told me that he'd like to give the relic away before it was vandalized. I promptly contacted several trolley museums. Seashore is most interested because the car was originally operated in New England.

Seashore's brochure says: "This car is the sole survivor of the Bay State Street Railway Company's famed 4100 series, designed for fast suburban service on intercity lines north and south of Boston. One car of this series, No. 4182, carried 25 newspaper men from Boston to New York City on August 17-18, 1914.

"The remaining car spent most of its life in service between Newport, R.I., and Fall River, Mass. from 1918-1925. Newport Electric Corp. was its last operator in New England. During the spring of 1926 it was sold to the Coast Cities Railway of Asbury Park, N.J., and served that area until 1931. The body was then sold for use as a private dwelling. The new owner put it upon blocks. Thanks to minimum external alteration, the addition of a weathertight roof, and good care for 45 years, the car is in unusually good, sound condition. The owner has now offered it to our museum as a gift.

"This is a chance of a lifetime, a rare opportunity to preserve a highly significant example of traction history. To do this, we need your support to move this car to Maine for restoration in the Town House Shops. The vehicle has no trucks, so moving it will be simplified. Fortunately, the car had been equipped with Bay State 12 trucks of simple design fabricated from steel plate. Plans are to build a brand new pair using the identical set under 4387 as a pattern."

Donations should go to Seashore Trolley Fund, c/o Joseph B. Doherty, 40 Hawthorne Ave., Arlington, Mass. 02174.

THE FIRST of eight prototype gas turbine-electric commuter rail cars developed under a research project funded by the U.S. Department of Transportation's Urban Mass Transportation Administration and the State of New York recently went into service on the Long Island Rail Road. These dual-powered cars are capable of self-propelled operation as well as electric propulsion using a third rail. They offer an alternative to extending electrification in order to improve commuter service. The new cars perform much like conventional, all-electric, multiple-unit equipment but also provide long-haul suburbanites with a one-seat, high-speed ride.

"The GT/E offers vastly improved service for long-distance commuters," noted UMTA Administrator Robert E. Patricelli. "Besides eliminating the need to transfer between diesel-electric and electric equipment, the

Cleveland on July 4 week-end: Boston MBTA 3401 waits on a loop track as cars of Shaker Division of Regional Transit Authority pass on main line.
Boeing Vertol Co., Philadelphia

dual-power system also can improve scheduling and speed on commuter routes. The New York area provides a classic example of the urgency for such a system. Other cities also have expressed interest in it and we all will be watching this service test closely."

The $14.8 million program will produce eight GT/E vehicles, four each by Garrett Corp. and General Electric under a contract with the New York's MTA. A one-year revenue test will determine operating costs, reliability, and the cars' economic feasibility as compared to conventional power. It will also assess passenger reaction to the no-transfer feature.

A slightly different approach is being taken by Massachusetts Bay Transit Authority, which has received a self-propelled diesel rail car built by Fiat in Italy. This is being tested in revenue service on the Boston & Maine commuter lines and later on the Needham branch. Possibly, too, on restored south shore service to Cape Cod.

SALE of the reorganized B&M commuter lines to the MBTA has been approved by the court handing the reorganization, I learn from E. Rebsanen, Winthrop, Mass. 02152. The order involves 279 miles of lines radiating from Boston's North Station northward to the New Hampshire border and northwest to Fitchburg, for a cash price of $39.5 million.

Interior view of lead car of two-unit PCC train inbound on Commonwealth Avenue on Boston MBTA "Green Line" subway-surface trolley system.
James L. Allen, Pine Stump Jct., Chassel, Mich. 49916

The sale also includes the B&M's fleet of 84 Budd passenger cars and support facilities housed at Billerica, but the railroad retains the right to operate freight services over these lines. Under the agreement, B&M will also operate the MBTA-owned commuter service between Boston and communities to the north and west under a five-year contract.

AT PITTSBURGH, some of the funds formerly intended for the now-defunct Skybus experiment have been released, reports Jim Cerny of that city. The Urban Mass Transportation Administration has approved freeing $15 million from the $68 million fund now frozen because of the Skybus project. This sum, however, will be put into an exclusive busway project to the East Hills.

Elsewhere, UMTA has awarded three grants totaling $111,592,126 to the Maryland Department of Transportation for final design, land acquisition, and construction of a new rapid transit system—and to help cover bus system operating expenses in Baltimore.

Another UMTA grant, $5,748,136, goes to New York's MTA for improvement in commuter rail facilities used by the former New York, New Haven & Hartford, particularly for continuing funding of communications equipment, signal modernization and en-

gineering and design on the heavily-traveled system.

Three other grants adding up to $60,544,000 go to New York City for rapid transit system improvements including construction of three new power substations and further construction of the 63rd Street subway, also to buy 124 new air-conditioned buses.

San Francisco is getting seven new UMTA grants, totaling $27,730,996. Two are to complete new construction and rebuilding of the city's Municipal Railway rail car and trolley coach electrical systems, and for other system improvements to the Washington-Mason Cable Car Division. One grant is to assist the Bay Area Rapid Transit District (BART) on system engineering of a third track, signalling, and electrical equipment through Oakland. The four additional grants help to cover operating expenses of public transportation in the area.

And UMTA handed out 16 grants amounting to $58,404,112 to the Massachusetts Bay Transportation Authority to build a new rapid transit station in South Quincy, to buy 190 new, air-conditioned, rapid transit cars, to modernize 16 power substations, and for other rail or bus transit improvements in Boston Metropolitan region.

News of the Subways

WHEN the first 4.6-mile leg of the new subway in the Washington, D.C., area was opened in March, predictions that crime, grime, and apathy would soon overtake the system and its passengers, and that Metro would sink in a sea of red ink.

But since then, Metro has proved to be even more popular than its managers had expected and appears to be on the track to success, despite heavy, but anticipated, operating losses. Ridership is holding up at above double the projections of Metro officials. The subway is averaging nearly 22,700 passengers each day, five days a week. Metro officials had expected an average of about 8000 a day, once the novelty wore off after the first few weeks.

The bright, colorful, carpeted subway cars and the cavernous, softly-lighted stations are as spotless as they were on opening day. Graffiti artists are discouraged by Metro's uniformed and plainclothes security force and the design of the stations with hard-to-reach, recessed walls.

"We haven't seen much graffiti, but when we do, it comes off right away," says Marilyn McGinty of Metro's community services staff. "We learned a lot from the Philadelphia and New York subways. Graffiti breeds graffiti."

"COME to the New York Public Transit Exhibit and re-live a bit of the past," said a large ad in the city's newspapers. "See old subway cars, equipment and memorabilia dating back to 1903. Watch a movie on the history of public transit. And get acquainted with some of the things that made 'Little Old New York' great.

"Come any day between 10 and 4, to the old subway station at Boerum Place and Schermerhorn Street in Brooklyn. Getting there's easy. Take any train or bus that goes to Jay Street or Borough Hall. Or, look for announcements about our Nostalgia train—a renovated old-time subway.

"Exhibit admission is one subway token for adults and half a token (25¢) for seventeen-year-olds and under. So bring the whole family to the New York Public Transit Exhibit. You wouldn't want to miss all those trains again."

ALTHOUGH Sidney Brander is only a part-time employee of the Metropolitan Transportation Authority in New York, he is collecting a combined city salary and pension of $62,000 a year—more than even full-time Mayor Beame gets! MTA hired him as a $30,000-a-year Transit Authority counsel. Mr. Brander's total income from the city includes his salary plus $32,000 annual pension. His present part-time duties are said to deal with inter-government relations. He is also a consultant in the financing of new subway construction.

NEAR-BANKRUPTCY of the city is delaying work on its new Manhattan-Queens trunk line for 5 or 6 years beyond the original target date. Not until 1987 or '88, the TA now estimates, will the subway be completed from Central Park to Jamaica via the new 63rd Street tunnel under the East River. The major delay will be in finishing the 5.8 mile link known as the "super express" bypass along the Long Island Rail Road right-of-way between Sunnyside and Forest Hills in Queens.

About a year and a half ago the Beame administration announced that the new Manhattan-Queens route would be pushed to completion "by 1981 to 1983." But rising costs and a shortage of funds, both Federal and local have stretched out the project. The Federal share is 80 percent of the cost.

In several places, especially at Woodside, the LIRR right-of-way will have to be widened to accommodate the double-track subway line and its own station at Woodside. Ninety properties must be acquired.

NEW YORK'S subway system is still noisy, regardless of how it effects the nerves of passengers and despite the fact that noise prolonged over a period of years seriously impairs the hearing of human beings. The state Court of Appeals has turned down a suit against the Transportation Authority for allowing the underground system to be too noisy.

The state's highest court ruled against the suit brought by Bronx Borough President Robert Abrams and others, who argued that the subway's roar and rattle harm the hearing of riders, cause headaches and nervousness, and interrupt classes at an elementary school. In a 5-to-one decision, the court said the transit system was not violating any specific law.

Passengers in moving subway trains who have anything to say to persons seated beside them are compelled to shout or else wait until the train stops at a station. Many people, including even *Railroad* editor Freeman Hubbard, regularly ride express buses instead of the apallingly noisy subway trains to and from their offices or places of business, even though the subway fare is much less. But the courts in New York State refuse to do anything about it.

However, New York's *Daily News* reports that relief is on the way for harried subway straphangers who are drowned out by the noise of roaring trains. The general contracting and engineering firm of T. Moriarty & Son, Inc., of Brooklyn, has started building noise abatement walls between the trackways at five subway stations in Brooklyn, Manhattan, the Bronx, and Queens.

The noise abatement walls, which are expected to be completed by late spring 1977, are expected to reduce noise levels by 65 percent. Made of glazed acoustical blocks, the walls are designed specifically to retard noise created at the train's wheel level. The walls will be four feet high, equivalent to the station platform height.

Laying a four-foot-high wall may seem like an easy task, but when it has to be built within a three-foot space between two subway third rails carrying 600 volts, the job becomes a little involved.

Subsidized in part by 85 percent Federal Environmental Protection Agency funds, the engineering firm submitted the low bid of $556,000 for all the work. They will aim to minimize operational difficulties by conducting construction during the lowest peak travel hours from 11 p.m. to 5 a.m. But hazards will still be there since only one power line may be shut down at a time.

FROM CANADA I get word of an unusual plan for preventing crime on the Toronto subway. It calls for prompt response by passengers to any criminal activity and is based on a joint study by Metro police and Toronto Transit Commission.

Their principal recommendation is for installation of passenger-activated alarms on trains that would alert drivers and guards and switch on a light outside the car in which trouble had occurred. At the next station all car

doors would remain closed, trapping any criminal inside the train until police arrived. Such a warning system would cost about $190,000. The report also recommended that all platforms be equipped with free-call telephones at a cost of $30,000.

LONG BEFORE the final design is completed, men and machines will be burrowing beneath Main Street, building the first stretch of Buffalo's rail rapid transit line. That work—known as deep-rock tunneling—will begin in mid-1978, two years before the final design of the entire system is finished.

But it won't be the only overlapping in the $336 million project, according to a project schedule just released by the Niagara Frontier Transportation Authority.

An early start on the tunneling is necessary, explained Eugene C. Lepp, systems manager for NFTA's Metro Construction Div., because the 3.5 miles of tunnel is the easiest part of the 6.4-mile system to design. It is also the most expensive segment to build and will take the longest time to construct even though two primary contractors will be hired for the job.

New Electric Publications

Northwestern Pennsylvania Railway, **by C.L. Siebert, Jr., 68 pages, 8½x11″, with soft cover stapled binding. Available at $6.95 from the author at 2420 Yale Ave., Camp Hill, Pa. 17011.**

This relatively large city and interurban system vanished in 1928. Facts about it have been elusive until this book came out. The company ran local lines in Meadville, Pa., and interurban lines west to Linesville (on the Ohio border) and north all the way to Erie. Many passengers were carried on the cars to popular Conneaut Lake by a branch off of the Linesville route.

The author had lived in Meadville for two years when the trolleys were still running, which inspired him to write the book. While researching for it he interviewed many former traction line employees. His efforts have produced a well-illustrated history of the system, complete with maps, roster, and reproduction of timetables and guides of the area. The NWP had numerous accidents; 8 pages of the book are devoted to them, including many photos.

Trolleys to the Surf: the Story of the Los Angeles Pacific Railway, **by Wm. A. Myers and the late Ira L. Swett, 208 pages 8½x11″, with hard covers. Price is $13.75 from Interurbans, P.O. Box 6444, Glendale, Calif. 91205. Here's the story of a great interurban line that lost its identity by merging into the Pacific Electric system in 1911.**

Everything in this volume deals with the LAP from its beginning in 1886 through its narrow-gage interurban period to standardization of gage. Some of the older photos are nostalgic in showing the farmlands and small towns as they were before being caught up in the Los Angeles population sprawl. No steel interurbans are pictured in this book—only the big wooden *green* cars. Forty of its pages cover an illustrated roster of the original cars, with many diagrams. Old brochures are reproduced, including the fantastic "Balloon Route" excursions that carried riders from L.A. to Santa Monica, returning on another line separated by miles from the outbound one. I often wonder when the supply of PE system material not duplicating any prior books will end.

In Geneva, Switzerland, brightly lit and festively decorated for Yuletide 1975, we see a train car, CGTE's No. 707, with upraised pantograph.

J.M. Leclercq, Residence Bellevue de Plan, 01220, Divonne-les-Baines, France

Street Railways of Birmingham, **by Alvin W. Hudson and Harold E. Cox, 216 pages, 8½x11″, with soft cover. Sold at $11 postpaid by Harold E. Cox, 80 Virginia Ter., Forty Fort, Pa. 18704, Birmingham, one of the few major industrial cities in the South, had its first horsecars in 1886 and steam dummies the next year. Both gave way to trolleys, which lasted until 1953. This book is divided into three sections: (1) a general history, (2) the story of each car line with accompanying map, and (3) an illustrated roster with diagrams of each type car. Also included are maps and reproductions of company forms.**

Trolleys, **sub-titled *Riding and Remembering the Electric Interurban Railways,* by Ruth Cavin, 223 pages, 6x9″, with hard covers, $9.95 from Hawthorne Books, New York, N.Y., or at cut rate from Railroad Magazine Book Service. This is a "different" book. Ruth is a professional journalist who formerly lived in Pittsburgh, Pa., yet never rode on an interurban! But through contacts with trolley fans and modelers, she received material and photos to produce yet another dissertation on interurban days. Much of her material has already been covered in standard books such as *The Interurban Era* and *Trolley Car Treasury.* But for one who never even traveled on an interurban, Ruth has made some errors. Her illustrations, too, leave much to be desired. The photo described as the last interurban still running shows a North Shore line train! Furthermore, the use of photos of trolley museums and model outfits to depict actual operations detracts from the value of the book.**

Ever wonder about the derivation of the word *trolley*? Mary Cavin informs us: "Sprague connected his cars to the power supply with overhead wires and a pole on the car roof. At the top of the pole was a small wheel that ran along the wire. This wheel, a descendant of a little four-wheeled wagon called a *troller,* which an earlier car to the wires, was named a *trolley.* The word derives from the Middle English *trollen,* meaning to roll or ramble. This is the root, as well, of *trolling* for fish and of *trollop,* a loose or sloven woman."

A MONTHLY MAGAZINE worth reading is *The Street Railway Review,* Joe L. Diaz, editor and publisher, 619 Belden Ave., Chicago, Ill. 60614. It sells at $1.25 a copy, $13.50 a year. Issue No. 15 carries a half-page memorial of Herman Rinke, to whom our own *Transit Topics* in September gave considerable space.

BOOKS of the RAILS

by Gorton T.H. Wilbur

Cumberland Valley's 2-2-2, the *Pioneer,* is given preferred treatment in a new book by Jack White. Built by Wilmarth in 1851, she is now at the Smithsonian Institution.

From collection of Gorton T.H. Wilbur

***PORTRAITS OF THE IRON HORSE,* by Otto Kuhler and Robert S. Henry, reprint, 80 pages, 8½x10″, softbound, drawings, text; Sunstone Press, $8.50. (Available from Railroad Magazine Book Service.)**

Here is probably the first book designed exclusively for railfans, a quarter-century ago. Now, Otto Kuhler, industrial designer and one of our *Interesting Railfans,* the surviving member of the original author team, has brought forth an unabridged reprint of this treasured collector's item. When first published, the authors said this brief survey aimed to present as complete a panorama as space allowed of the evolution of the steam locomotive in America. The engines illustrated were selected for their historic interest or to represent important types. Otto's keen eye and skilled artistry are quite apparent in his excellent treatment of the *Best Friend of Charleston, DeWitt Clinton,* and *John Bull,* among early power, to the more recent *999,* a Vauclain compound; the Pennsy Pacific, and three-cylinder power, to name a few in this authentic book.

The full-color cover of this work was featured in a two-page b&w spread in September's *Railroad,* entitled "Last of the Titans," possibly UP steam power, from one of his paintings. Our own September front cover, another Kuhler masterpiece, portrayed a post-Civil War scene on the Mississippi River in the period flavor of diamond-stack locomotives and a river packet.

"The garlishly-decorated trains of early days were national heroes in one sense," remarks Kuhler. "They were honored, feted, met at every station like royalty. But, in spite of their early glamour and their tremendous impact on the Nation's economy and culture, they were soon taken for granted. It took the ruinous depression of the '30's, as well as the threat of other upstarts in the transportation business, the automobile and airplane, to awake the consciousness of three visionaries, each of them loosely connected with railroading." The three were eventually responsible for the publication of *Portraits of the Iron Horse.*

AMERICAN SINGLE LOCOMOTIVES AND THE *PIONEER,* by John H. White, Jr., 50 pages, 8½x11″, softbound, photos, diagrams, drawings, map, roster, timetable; Smithsonian Institution Press, $1.85. (Available from Railroad Magazine Book Service.)

Jack White, editor of Railway & Locomotive Historical Society's *Railroad History,* and curator of transportation in the Smithsonian Institution's National Museum of History and Technology, serves up an interesting look at some of the engine freaks on North American railroads in the mid-19th century. Good pix illustrate it. Among the locos featured are Camden & Amboy's No. 30; *Apponaug* of the New York, Providence & Boston; the New York & Flushing's *Uncle Tom;* the *Sam Gabriel,* reportedly built for the San Francisco & Alameda, and the steam car *Economy* of the Columbia, Piqua & Indianapolis Railroad.

But of all the odd designs, and they include 4-2-2, 6-2-0, 4-2-0, 4-2-4T, and 2-2-2 types, Cumberland Valley's 2-2-2 *Pioneer* is given preferred treatment. And, methinks, rightfully so. Built by Wilmarth for CV in 1851, she was given to the Smithsonian by the Pennsylvania Railroad through John S. Fair, Jr. An unusual broadside of this engine is the earliest known picture of her. Jack uses it in a centerfold spread drawn by A.S. Hull, master mechanic of the Cumberland Valley in 1876, depicting the locomotive as seen in 1871.

In the mid-nineteenth century, Jack writes, there was a renewed interest in the light single-axle locomotives which were proving very successful for passenger traffic. They were produced in limited number by nearly every well-known builder, and among the few remaining is the six-wheel *Pioneer.* It is an unusual locomotive that on first inspection would seem imperfect for service on an American railroad of the 1850s. With only one pair of driving wheels and no truck, the type is quite different from the highly successful standard Eight-wheeler of that period. All six wheels of the *Pioneer* are rigidly attached to the frame. She was only half the size of the 4-2-0, which was common in this country some 20 years earlier. But these objections are more apparent than real, for the *Pioneer* and others of the same design were well suited for service for which they were built—light passenger.

Included in Jack's excellent treatment is a map of the Cumberland Valley in 1919, a CV timetable of Nov. 18, 1878, and a photo of *Jenny Lind,* sister engine of the *Pioneer,* shown as rebuilt in 1878 for use as an inspection locomotive before being scrapped in March, 1905.

THE GREAT HORSESHOE WRECK, by Ralph Beaumont and James Filby, 38 pages, 6x8″, softbound, photos, maps, Boston Mills Press, $2.50. (Available from Railroad Magazine Book Service.)

This booklet, No. 4 of the Credit Valley series, won't go down in history as a story of one of the greatest wrecks of all time. What interested me, above all else, was that it had the potential of being one—and why it wasn't is a mystery. A well-packed seven-coach Canadian Pacific special bound for the Toronto Exhibition had left Orangeville, Ont., Sept. 5, 1907, pulled by No. 555. Picking up speed at every turn of the wheels, the steam locomotive was highballing between 50 and 60 mph when she hit the sharp curve at the Horseshoe, jumped the rails, and upset the full coaches in a twisted mess of splintered wreckage, killing seven people and injuring 114. George Hodge, the engineer on 555, who lived to tell about it, was found not guilty by the jury a criminal court case at Brampton. Some Canadian rail historians still question this verdict.

TRAIN SHED CYCLOPEDIA No. 38: Buildings and Structures of American Railroads, 1893 (Part 6), 72 pages, softbound, 8¼x11½″, reprinted from original edition; scale drawings, pix, specs, text matter, $4.95. (All titles in this series are published by Newton K. Gregg and available from Railroad Magazine Book Service.)

TRAIN SHED CYCLOPEDIA No. 40: Locomotive Cabs and Fittings (Part 1) from the 1927 *Locomotive Cyclopedia,* 40 pages, softbound, 8¼x11½″, reprinted from original edition; photos, scale drawings, specs, text matter, $3.

TRAIN SHED CYCLOPEDIA No. 41: Locomotive Cabs and Fittings (Part 2) from the 1927 *Locomotive Cyclopedia,* 40 pages, softbound, 8¼x11½″, reprinted from original edition scale drawings, photos, specs, text matter, $3.

Periodicals and Journals

YEARBOOK OF RAILROAD FACTS, 1976 edition, Association of American Railroads, 1920 L St., N.W., Washington, D.C. 20036. This Yearbook is a good summary of railroad operations in 1975 and prior years for the U.S. as a whole, covering the three principal districts to which railroads are assigned for statistical purposes, Eastern, Southern, and Western. Many of the 1975 figures have to be regarded as preliminary, as the Interstate Commerce Commission had not completed its compilations at the time this booklet went to press.

With few exceptions, the data refers to Class 1 line-haul railroads. (Statistics of Amtrak and Auto-Train Corp. also are included in most passenger service stats.) These operating companies represent about 99% of the railroad industry in terms of traffic, operate 96% of rail mileage, and account for 94% of all U.S. railroad workers.

Prior to Jan. 1, 1956, the ICC classified railroads (including switching roads and terminal companies) into three groups for statistical purposes—Class I, annual operating revenues above $1 million; Class II, from $100,000 to $1 million, and Class III, annual operating revenues below $100,000. Effective Jan. 1, 1956, the roads were reclassified into two groups—Class I, those having annual operating revenues of $3 million or more, and Class II, those with less than $3 million. The base for Class I roads were raised to $5 million, effective Jan. 1, 1956; then to $10 million, effective Jan. 1, 1976.

CANADIAN NATIONAL ELECTRIC LINES, edited by T.G.J. Gascoigne for Canadian National Elec. Lines Historical Group, Box 656, Oshawa, Ont., Canada L1H 7L9. Excellent coverage of CN juice and Oshawa Ry., among others.

BRASS POUNDERS' GOSSIP, edited by Harwell E. West (one of our *Interesting Railfans),* published bi-monthly by Toledo Morse Telegraph Club, 102½ Rosalind Pl., Toledo, Ohio 43610, $3. Rail lore galore. All the flavor of ticking rural depot clocks and pot-bellied stoves in the Morse days of smoke and steam. Choice reading matter.

HEADLIGHTS, edited by Fred W. Schneider III and Howard White, P.O. Box 68, Lancaster, Pa. 17604; published by Electric Railroaders Assn., 145 Greenwich St., New York, N.Y. 10006; $7 per year for members; non-members, $8. Industry subscriptions, $18 for three copies each month, additional monthly issues, $4. Only public agencies and firms in the transportation field are eligible for industry subscriptions. ERA held their annual safari in New York over 4th of July weekend at the same time Operation Sail was going on. It is a dedicated group with an attractive slick magazine.

BRITISH RAIL NEWS, published monthly and edited by Fred Stone, 222 Marylebone Rd., London NW1 6JJ, England, sells for 5 pence on British newsstands. A good newspaper for British railfans, carrying many fine articles and pictures on modern English locos and equipment. Also railroading the way it used to be, with some grand old British steam engines, depots, museums. ship coverage, and so on.

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HOBBY CLUB

conducted by Sy Reich

WITH THE LAZY, crazy daze of summer behind us, it might be a good idea for each of us to take a look at himself as a railfan and see if you or I, unwittingly or not, belong to the Do Nothing Marching & Chowderhead Society. We've heard all this before, but let's begin a refresher course this 1976-'77 semester. If you belong to a national rail group or even a small local club, give some thought on how to hurt your organization. And, as the fella said, if the shoe fits, wear it.

I've met this type of so-called member (you have, too) and know how he or she adheres to the ten surest ways to lower the flag on your club:

(1) Don't come to meetings. If you do come, always be late. When the weather is bad, stay away.

(2) When asked to help, "pass the buck" to the officers.

(3) If you don't go to the meetings, find fault with the work of those who do attend.

(4) Never accept an office. It is easier to criticize than to do things.

(5) Get sore if you aren't appointed on a committee; but even if you are, don't attend all the meetings.

(6) If asked by the chairman to give your opinion on some vital matter, tell him that you have nothing to say. But afterward, inform everyone how things should be run.

(7) Don't do more than is necessary but when other members roll up their sleeves and unselfishly use their ability to get matters along, howl that the organization is run by a "clique."

(8) Don't bother about educating new or prospective members. "Let George do it."

(9)Complain about paying dues. Better yet, don't pay at all.

(10) Finally, resign from the organization and become a lone wolf. Do any of these ideas sound familiar?

MOHAWK & HUDSON Chapter of NRHS will have big doings at the annual outing this November. Meanwhile, they have issued a catalog of the locomotive drawings in their Alco photo collection. So says Joe Thompson, chairman of the board of trustees for the collection. These fine drawings are in the form of photographic negatives of the so-called erecting cards, the large drawings of complete locomotives made by Alco's draftsmen to guide the workmen in assembling the locos in the erecting shop. Both steam and diesel engines are represented.

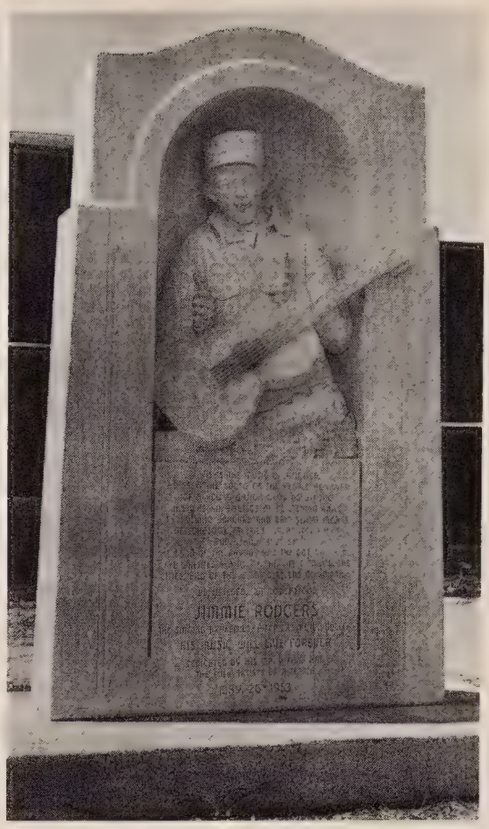
The new catalog supplements the Alco Historic Photo catalog that Mohawk & Hudson published a year ago. It represents the Society's continuing work to preserve and make available to the public the record of locomotive building that was once Schenectady's greatest industry. The collection consists of the many thousand glass plate negatives which Alco donated to the City of Schenectady over 20 years ago, plus an equal number of later negatives that Alco had retained until it closed down its Schenectady shops in 1969. All these negatives have been loaned to M&H. With the cooperation of Union College, they have been consolidated as part of the science and engineering archives of the College's Schaffer Library. Copies of the catalog are available at $1 from Alco Historic Photos, P.O. Box 655, Schenectady, N.Y. 12301.

B.C. RAIL GUIDE No. 9 on Railway Films was recently published by Pacific Coast Branch of Canadian Railroad Historical Society. No. 10, featuring The Britannia Mine Railways, was due out in September. PCB archivist Rick Shantler, who was instrumental in naming the club newsletter *The Sandhouse,* will gladly take your check or money order for the *Rail Guides.* No. 9 costs $1; No. 10, $2.

For past *Rail Guides* and other publications, contact Rick at Pacific Coast Branch, CRHA, P.O. Box 1006, Sta. A, Vancouver, B.C. V6C 2P1, Canada. Incidentally, PCB have new officers: M.T. Green, president; W. Lockie, vice president, and R. Keillor, secretary. If you are interested in Western Canadian rail history or modern operations, especially in British Columbia, this is a good club to join.

CHARLIE STATS, chairman, Chicago Chapter of R&LHS, says he still has copies of *Early Railroading in Michigan and Wisconsin,* reprinted for the 54th annual meeting of R&LHS last year in Chicago, going for $1.25 each. It's an interesting softbound booklet for any Midwest trail historian. Contact Charlie at 1104 S. Oak Park Ave., Oak Park, Ill. 60304.

ALL AVAILABLE back issues of *Railroad Magazine* may be had at $1 each, postpaid. As we are running low on many and are entirely out of very old issues, it might be wise to order them now while you still can. If you do, select one or two alternate issues from our list in the event that your wanted numbers are no longer available. Orders filled promptly. You can pay be check or money order, or U.S. stamps. Don't send coins by mail. Address: *Railroad Magazine,* 420 Lexington Ave., Room 2540, New York, N.Y. 10017.



Tribute to "Singing Brakeman" on view at Jimmie Rodgers Museum in Meridian, Mississippi.

Photograph by Jim Evans

Issues available are: all of 1976 thus far; or nearly all of 1969 through 1975 and all of '68 except Feb., Sept., Oct., and Nov. As for '67 we still have a few of Feb., April, May, July, Aug., Oct., Nov., and Dec. All are sold on a first come, first served basis. Our special Circus issue, April '56, is no longer available.

ACCOLADES to Michigan Railroad Club's *Michigan Railfan* for its fine Bicentennial edition featuring timetables, maps, and Michigan rail history of 1876. And congratulations for recent milestones passed by Pacific Railroad Society, and Philadelphia Chapt. NRHS, making it 40 years in the book; Lehigh Valley Chapt. NRHS, marked up 35 years; Western Conn. Chapt. NRHS, blew out 23 candles, and Nickel Plate Road Hist. & Tech Society, enters their 11th. There are many others, too. To all, the very best for the year ahead.

One project that chapter prexy Doug Peters, Tom Ruddell, and the Lehigh Valley boys are head at work on is raising money to finish ex-*Liberty Bell Limited* No. 1030, an important part of Lehigh Valley history. They have almost reached their goal of $10,000. Push it over the top with checks to Seashore Trolley Museum, 1030 Fund, Howard Sell Memorial Campaign, % Tom Ruddell, 2452 Union St., Allentown, Pa. 18104.

MAINLINE PUBLICATIONS, P.O. Box 473, Altus, Okla. 73521, reports a new series of super-detailed black-and-white lithographs of 20th Century steam locos in a new size, 25x9¼". The first four in this new series are Pennsy Pacific K-4s, Union Pacific 4-6-6-4 Challenger, Great Northern 4-8-4, and Southern Pacific cab-forward 4-8-8-2. These fine prints sell for $3 each; or a set of four, $10.50, postpaid. An illustrated booklet of other lithographs may be had for 25 cents.

JEAN ACKER WRIGHT and her hubby, Bill, co-editors of *Nashville Flyer,* newsletter of Nashville Chapt. NRHS, are seeking info on the chapter's ex-Tennessee Central business car No. 102. They want to compile the car's history.

Two other NRHS chapters in Dixie, Queen and Crescent (Meridian, Miss.) and Piedmont Carolina (Charlotte, N.C.) have some items of interest. Q&C needs railroad items for the Jimmie Rodgers Museum. Write them at 3819..B&M, etc., and those of New Eng-Hampton & Branchville Ten-wheeler No. 44, owned by NRHS and S.C. Museum of Charleston, may go back on the high iron again. According to PC, the 1927 Baldwin is in good mechanical condition, but needs boiler work. NRHS also plans to recondition some vintage coaches for use with the engine, but needs financial help to do so. Write to Engine No. 44, P.O. Box 3951, Charleston, S.C. 29407.

BOSTON STREET RY. ASSN. is offering a raft of books on steam and traction, including reprints of vintage histories of the Eastern, Boston & Lowell, B&M, etc., including the works of England trolley expert O.R. Cummings and the New Haven Railroad Technical Information Assn. For their latest publications catalogs and ordering blank write BSRA, P.O. Box 102, Cambridge Mass. 02138.

CONGRATULATIONS to the Sierra Railroad Co. for being the 1976 recipient of the Commercial Award of Merit of the Conference of California Historical Societies. It was nominted by the Tuolumne County Historical Society for its restoration effort at Railtown 1897 and its wide appeal to all age groups. The Sierra was established at Jamestown, Calif., in '97. It has seasonal stagecoach rides, and a visit to a blacksmith shop of long ago. The line has appeared in many movies and is widely known.

PACIFICS dominated the August issue of *Railway Magazine,* Britain's leading rail publication, with which we have carried an exchange ad (on page 64) for many years. August cover pictured the *Green Goddess,* a handsome steam loco in bright colors on the 15-inch-gage Romney, Hythe & Dymchurch. Our British counterpart is beautifully illustrated in b&w and some color.

COLORADO MIDLAND Chapt. NRHS has been presenting a series of colorful lectures on Colorado railroading officially endorsed by the state's Centennial-Bicentennial Commission. Beginning with the first lecture, *The Union Pacific Connections, 1867-'80,* the following subjects were programmed: "General Palmer's Baby Road," "The Royal Gorge War," "The Race for Leadville and Gunnison," "The Rio Grande's Rapid Expansion Period, 1880-'84," "Gulf to Rockies, 1881-'88," "The Standard-Gauge Challenge, 1884-'90," "The Coming of the High Plains Transcontinentals, 1882-'88," and "Colorado's Last Great Railroad Construction Project, 1901-'34."

On Veterans Day, Nov. 11, *Interesting Railfan* Bob Richardson, director of the Colorado Railroad Museum in Golden, will discuss "Colorado's Railroads Adjust to Competition and Traffic Decline, 1910 to Present. Bob wil speak at 7:30 p.m. in the same place where the other lectures were held in the meeting room of the Security Savings & Loan Assn., corner of Platte Ave., and Union Blvd., Colorado Springs. There's no charge.

WHILE TRAVELING through Ohio this fall, try not to miss the Bill Gates Railroad Museum on the third floor of the Dennison City Bldg., which features Pennsy memorabilia. Bill says that at one time Dennison was known as "The Altoona of the Panhandle" because it's shops and yards employed about 3,000 people during the 1920s. They had quite a time in July with the Bicentennial theme and a Canteen Day Celebration in honor of the local Canteen, which served over one million servicemen during WW2.

Another buckeye state *must* is a visit to the Conneaut Museum. Jack Broughton and fellow members have plenty to celebrate at their annual banquet in October as ConRail will definitely send them the long-awaited deed to their museum. This was a real "sweat it out affair," but as Jackie Gleason would say, "How sweet it is!" Among a host of railroadiana at Conneaut is Nickel Plate loco 755, a P&LE hack, and a group of friendly folks to show you around the other displays.

J.B. MILGRAM, president, New York Chapter of Morse Telegraph Club, Inc., writes that his group is one of the oldest in the MTC, organized in 1941-'42.

"We hold a dinner each year in Manhattan on the Friday evening before the fourth Saturday in April," he says, "in honor of S.F.B. Morse and to get better acquainted with each other. We always have eight or more keys and sounders, so you can try your hand at the old Morse code. Come on, ex-railroaders!

"Our 73 members live in New York City, on Long Island, and in New Jersey, Westchester, and Conn. If you reside near New York and have worked one year at Morse, wireless, or amateur radio, you are eligible. Dues are nominal, and you get a 12-page tabloid newspaper published four times a year."

Contact J.B.M. at 952 E. 19th St., Brooklyn, N.Y. 11230.

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- CB&Q 2-8-2
- NKP 2-8-4
- IC 2-8-4
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St. Lawrence Valley Ry. Soc. fantrip with over 550 passengers last Aug. 7 ran from Montreal, Que., to Berlin, N.H., wheeled by Central Vermont-Grand Trunk diesels 1776 and CV 4551 and 4926. Scene: Conticok, Que.

Guy Chartrand, P.O. Box 44, St. Lambert, Que., Canada J4P 3N4

SWITCH LIST

All ads in this section cost 20¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Terms: Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Dec. issue closed September 15th.)

FOR SALE 150 different railroad emblem watch fobs, $2.50 each. Tie-tacs, key chains, tie-clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

STEAM LOCOMOTIVE name and address rubber stamp, $4.95. Figure only, $2.95. Name and address with your selected drawing, $7.95.—Lawson's Rubber Stamps, Rte. 4-RO, Salem, Ill. 62881.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, sells his revised Bicentennial edition of "Southern Steam Specials," $4.95 ppd.; "Steam on the Anthracite Roads," $6.95 ppd.; "Twilight of World Steam," $14.95 ppd.

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

ROGER ARCARA, 1525 Leland Ave., Bronx, N.Y. 10460, sells reconditioned folding roll-film cameras, sizes 120-620 and 116-616; also reconditioned movie cameras for 16mm and regular 8mm film. Details for 13¢ stamp.

WORLDWIDE RAILROAD & TROLLEY SLIDES, early to modern, selections for fans or collections for business. Retiring after 23 years. $1 for lists, sample; specify roads.—35-Slides, Box 6098, Colorado Springs, Colo. 80934.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

COLOR DIESEL SLIDES. Thousands to choose from, representing hundreds of major railroads, shortlines, industries. Constantly expanding inventory from across North America. For current catalog and sample send $1 to Porreca, Box 22, Boulder, Colo. 80302.

WANTED: ANYTHING from Cuban rrs.—Alberto J. Montero, 6600 Riverton Ave., North Hollywood, Calif. 91606.

OLD STATE and railroad maps: 70 to 110 years old; all states; some old county maps. Send SSE; specify which state—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

WANT TO KNOW what's going on in the Midwest? Read MIDWESTERN RAILS, 12 issues $7.50 from White Publishing, 208-B N. Stewart St., Geneseo, Ill. 61254.

"KEY, LOCK and LANTERN"—the railroad hardward collectors indispensable reference guide, published quarterly $7 year. Sample copy free for large double-stamped SSE—KL&L, Box 174, Pittsford, N.Y. 14534.

TIMETABLES—BUY, SELL OR TRADE. Send your want or sale list. SPECIAL—"END OF AN ERA" 1960's system tts, package of various lines, $15 value, $10.—Carl Loucks, 199 Wayland Street, Hamden, Conn. 06518

DINING CAR CHINA dishes, glasses, linen. Railroad ash trays and paper items. Send SSE for new big list—James McClellan, 1752 S. Wichita, Wichita, Kans. 67213

WANTED: 32 VOLT DC railway electrical equipment especially 110 VOLT DC inverters. Also used Edison batteries—Ken Sorensen, 1600 Braden, Chariton, Iowa 50049

ORIGINAL BLANK PENNSYLVANIA RAILROAD time sheets for trainmen or enginemen. Perfect for framing for your den. Measure 5½øX16e. Already a collector's item, sure to increase in value. Perfect Christmas gift for the railroad buff, antique collector. State preference, $2 each or $3 pair—R. C. M., 622 Kathryn Street, Reading, Penna. 19601

PAYING MORE for old Railroad or Express items, almost any quantity. I purchase nationwide by mail; switch keys, dining car china, uniforms, badges, tall globe lanterns, spare marked globes, wax sealers, daters, metal signs, packet watches, depot clocks, steam builders plates, bells, playing card decks, telegraphy, early annual passes, old timetables, much more. Why sell for less?—Scott Arden, 20457 Highway 126, Noti, Ore. 97461

FOR SALE: A new book "Detroit, It's Trolleys and Interurbans". 48 pages, with photos and maps, $2.50 plus 25¢ postage—Michigan Transit Museum, P. O. Box 12, Fraser, Mich. 48026

NEGATIVE LIST: 3½X2½ black and white steam, trolley, diesel, depot, etc. reasonably priced. SSE—Meyer, 128 Corner Street, Watertown, Wisc. 53094

TELEGRAPH EQUIPMENT COLLECTORS: Want an authentic operating telegraph display? The Vaughan Automatic Telegrapher will let your sounder operate from your cassette player. Includes hour cassette or recorded train orders and messages. $16.99 postpaid (except for Iowa and Canada residents $17.50) or send SSE for complete details—Vaughan Specialty Co., 705 N. 8th Street, Mt. Vernon, Iowa 52314

HERE AGAIN! Still seeking old railroad stock or bond certificates. Poor's or Moody's Manuals, junk ticket-dealer machines. I swap, too.—Bob Greenwalt, 9239 DeAdalana, Rosemead, Calif. 91770.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks, signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful railroad stock certificate, $2. Also eager to buy all stock certificates and bonds!—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

NEW YORK CENTRAL, LINES EAST: explore it in the new book *The Water Level Route.* 68 pages of photos, illustrations, and text with a full-color cover. Available now at your deals or direct, $4.95 per copy. (N.Y. residents please include sales tax).—Rochester Chapter, NRHS, Group R, Box 664, Rochester, N.Y. 14602.

WE BUY ALL TIMETABLES, singles or collections; sell timetable grab-bags, $10. Fantastic timetable slip covers, $7.25 for 100 postpaid.—Coval, 21 E. Robin Rd., Holland, Pa. 18966.

NEW YORK CENTRAL 1977 CALENDAR. A different photo for each month, historical dates noted, $2.50 each. (Ohio residents please include 14¢ sales tax.)—New York Central System Historical Society, Inc., Box 10027, Cleveland, Ohio 44110.

WE SELL BEAUTIFUL mint postage stamps and first-day covers depicting railroading. Send for approvals. No obligation. Postage paid.—Stamps Galore, 2409 John, Superior, Wisc. 54880.

TRANSIT CANADA MAGAZINE, Canada's National Journal of Passenger Transport, keeps you informed bi-monthly on all that's happening in Canada's surface passenger transportation scene. One-year subscription (6 issues) costs only $10 in Canada, $12 international ($1 additional per year after Dec. 1, 1976). From Transit Canada Magazine, P.O. Box 503, Oshawa, Ont., Canada L1H 7L5. Send only check or money order.

CHARLES CONNIFF, P.O. Box 9686, Jackson, Miss. 39206, sells original color slides of class I diesels in the South, Southwest, Midwest, Southeast. 18-page list $1.50 (send large SSE).

INTERESTED IN SOUTHERN RAILWAY? Then you should join Southern Railway Historical Society. $5 per year includes quarterly publication. For info send SSE to the SRHS, Box 2761R, Augusta, Ga. 30904.

TELEGRAPH EQUIPMENT COLLECTORS: Want an authentic operating telegraph display? The Vaughan Automatic Telegrapher will let your sounder operate from your cassette player. Includes your cassette of recorded train orders and messages. $16.99 postpaid (except for Iowa and Canada residents who pay $17.50); or send SSE for complete details.—Vaughan Specialty Co., 705 N. 8th Street, Mt. Vernon, Iowa 52314.

NEW HAVEN RAILROAD duplicate slides for sale. Steam, diesel and electrics 35¢. SSAE for lists.—Tom Marsh, 9238 Neff, Houston, Texas 77036.

RAILROAD RETURN ADDRESS RUBBER STAMPS. Your choice of steam locomotive, diesel locomotive, or caboose, $5.50, including postage and handling.—The Stamp Factory, 33233 39th S.W., Federal Way, Washington 98003.

TIMETABLE COLLECTORS, here's your opportunity to see reproductions of really rare employee and public timetables of lines merged into the Delaware & Hudson and New York Central railroads in northern area of New York State. See complete New York Central & Hudson River railroad employees timetable No. 13, Adirondack Division, complete public timetables of Northern Adirondack Railroad, Keeseville, Ausable Chasm & Lake Champlain Railroad, Adirondack Railway, Northern New York Railroad, New York & Ottawa Railway, Mohawk & Malone Railway, Ogdensburgh & Lake Champlain Railroad, Mt. McGregor Railroad, Chateaugay Railroad, Delaware & Hudson 1916 system complete with all early branch-line schedules, Lake George & Lake Champlain steamers. Enjoy 43 very rare railroad postcard views, maps galore, "Along the Way" route descriptions of Central's Adirondack Division, and much, much more in this 198-page, 8½x11", soft-cover, plastic-bound book, *Adirondack Vistas,* pictorial. For your copy send only $5 today. Immediate postpaid shipment from Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

FOR SALE: Railroad books and other paper railroadiana. Send large SSE for current listing, or write your wants.—RGS Books, 407 Hillcrest Drive, Washington, Ill. 61571.

PERE MARQUETTE DINER and three 10-6 Pullman cars for sale, built for Chesapeake & Ohio around 1950.—Terry Bentley, Box 209, Steamboat Springs, Colo. 80477.

A.T. HENNEK, 224 Aqua, Rockford, Minn. 55373, closing out sale Kodachrome original and duplicate slides. Send 50¢ in U.S. stamps for sample and list.

BOOK WANTED, *North Arkansas Line* (M&NA RR), by James Fair, Jr., published in 1969. Quote price to Pitts Elmore, 795 Lakeview Drive, Redding, Calif. 96001.

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PATHETIC PHOTOS offers diesel, depots, and other delights in b&w 8x10's. Many CNW, MILW. RD., and GB&W subjects. $1 brings list and sample.—Pathetic Photos, 700 N. Webster, Green Bay, Wisc. 54302.

WANTED: TRADERS, b&w size 616 and/or 2¼x3¼". Interested in all roads, U.S. and Canadian.—Larry Patton, 103 Camelot Court, Blacksburg, Va. 24060.

FOR SALE: Locomotive builders' plates and cyclopedias. SAE for list. I buy, trade, sell builders' and number plates.—Ron Muldowney, 22 Henry St., Basking Ridge, N.J. 07920.

FOR SALE: Loco pix, steam, diesel. Send three 13¢ U.S. stamps for several on approval, also caboose and depot pix.—Max Miller, Box 365, College Corner, Ohio 45003.

LONG ISLAND RR HISTORY. Interested? Drop postcard for details. Also available: many magazines and books on trolleys and railroads.—Felix Reifschneider, Box 88, Fairton, N.J. 08320.

STAN F. STYLES, 19 W. 18th Avenue, Vancouver, B.C., Canada sells 35mm original color slides, size 616 negs., photos of CDN-AM roads, logging, industrial, scenics, stations, right-of-way, diesel, juice jacks, steam, etc. Old *Railroad* and *Trains* magazines, 50¢ each plus postage. Master list 25¢.

FOR SALE: Diesel locomotive cards, Alco b&w, 4-page list 50¢. Fairbanks, Morse list, SAE. EMD calendar card list, SAE.—Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111.

BRASS BELL AND YOKE from 450-class steam engine, $750.—Mrs. Corwell, 17 Rugg St., St. Albans, Vermont 05478.

FOR SALE: five chime steam loco whistles; make offer. Also for sale: superheater and some builders' plates.—Ondracek, Route 1, Box 168, Waterloo, Nebr. 68069.

TIMETABLES: Huge selection 1939-'71 system tts, CN, CP, all major U.S. roads. Also 1960s *Official Guides.* Send 25¢ for catalog.—David Hanna, 5007 Bessborough, Montreal H4V 2S2.

NESTLE'S RAILROADIANA. I buy and sell all items of railroadiana, predominately paper goods. Send specific requests for items desired, with SSE.—R.D. #2, Greenwich, N.Y. 12834.

RAILROAD and *TRAINS* magazines, odds and ends, 1963-'76. Send your want list and SSE, 75¢ each prepaid.—Snelling, 284 69th St., Brooklyn, N.Y. 11220.

ABOUT 750 COLOR, 680 b&w, items on my N&W, WAB, VGN, CEI, and Soo Line Lists available as slides or prints. Send 50¢ to William Eley, P.O. Box 764R, Waukegan, Illinois 60085.

"Have You Boys Lost Something?" Drawn by Joseph Easley

JOE QUINN of Tillson, N.Y. 12486, sells slides, negs., diesel action, roster. Freight, pass., MW eqp. Specify interests. SSE.

I WANT PRE-1942 issues of *Railroad Magazine,* other rail publications, equipment diagrams, history books. State price, condition.—Jim Lane, 3930 Riley Ave., Terre Haute, Ind. 47803.

STOP!!! If you collect negatives or original slides of steam, diesels, shortlines and industrials, mainline electrics, traction, cabooses, mofw equipment, platform observations or depots, you need go no further. *Rail Film Monthly* has these from over 50 sources in the U.S., Canada, and Mexico. Listings change with each bi-monthly issue. Stop wasting time with more than one dealer, shop "Your marketplace of rail photography." Yearly subscription $6, single copy $1.25.—*Rail Film Monthly,* P.O. Box 4676, San Francisco, Calif. 94101.

CHAMPAGNE ROUTE, Bath & Hammondsport Railroad, 1875-1976 Fonda, Johnstown & Gloversville RR, Albany-Hudson RR, Third Rail. Books 8½x11", $4.95.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610. ●

Coming Events

(No charge for listing here)

Oct. 16-17; Dec. 4-5: scenic package tour Denver-Glenwood Springs, *Rio Grande Zephyr.* Details from Tom Daniels, Colorado Midland Chapt. NRHS, P.O. Box 824, Colorado Springs, Colo. 80901, or Kenton Forrest, Intermountain Chapt. NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

Oct 16 & 17: Fall leaf excursion both days behind steamer 630. Contact Atlanta Chapter of NRHS, P.O. Box 13132, Atlanta, Ga. 30324.

Oct. 16: Clinchfield steam, Marion to Erwin, round trip. Carl Loftin for Asheville Civitan Club, P.O. Box 7146, Asheville, N.C.

Oct. 17: Clinchfield steam, Marion to Erwin, round trip. Contact Geo. B. Morgan, Marion Civitan Club, P.O. Box 1068, Marion, N.C. 28752.

Oct. 23 & 24: Oct. 30 & 31: Autumn leaf special behind Southern 4501. All four trips lv. Chattanooga, 8 a.m. for Crossville, Tenn., return 8 p.m., mountain railroading, air-cond. coaches, open obs. cars, dining and commissary cars, photo stop. Adults $18.95, kids (5-12) $14.95. Details from Tenn. Valley Railroad Museum, Dept. FL, Box 5263, Chattanooga, Tenn. 37406.

Oct. 23: Clinchfield Railroad steam, Spartanburg to Erwin, round trip. Query Spartanburg Breakfast Optimist Club, %Blanton Insurers, P.O. Box 8036, Spartenburg, S.C. 29303.

Oct. 24: Clinchfield Railroad steam, Spartanburg to Erwin, round trip. Contact Mr. Marion Boyette, %North Brothers Inc., P.O. Box 1451, Spartanburg, S.C. 29301.

Oct. 30-31: 3rd annual Railfan's weekend at Steamtown with ex-CP locos 1246, 1278, 1293 pulling tripleheaders, mixed frt. and passenger runs, night photography, shop tour, photo runbys, six locos under steam. Details from Steamtown Foundation, P.O. Box 71, Dept. R-1, Bellows Falls, Vt. 05101, or call 802 463-3937.

Oct. 30: Clinchfield steam, Marion to Erwin, round trip. Contact Morgantown Jaycees, Rte. 10, 103 Crestview Lane, Morgantown, N.C. 28655.

Oct. 31: Clinchfield steam, Spartanburg to Erwin, round trip. Write Piedmont Carolina Chapter of NRHS, %Bentley Photo Center, Park Road Shopping Center, Charlotte, N.C.

Oct. 31-Nov. 23: Australian steam railfan trip. Lv. Vancouver, B.C., visiting N.S.W. Rail Museum, Australian Ry. Hist. Society, Geelong Steam Preservation Museum, Pichi Richi Ry., Puffing Billy slim-gage railway, ride Australian train *Indian Pacific*. $1,653 double occupancy. Info from Skyline Travel Service, 563 Granville St., Vancouver, B.C., Canada.

Oct. 31: Ghosts and Goblins Day; all children in Halloween costume ride free. Branford Trolley Museum, East Haven, Conn.

Nov. 6: Excur. over old U&D tracks out of Kingston to Oneonta, N.Y. Query Ontario & Western Chapt. NRHS, P.O. Box 713, Middletown, N.Y. 10940.

Nov. 6-7: 4th annual carnival of model railroading. Sat., 10 a.m.-6 p.m., Sun., 10 a.m.-5 p.m., Hospitality Inn, South I-77 and Rockside Rd., Cleveland (Independence), Ohio; flea market, operating modular layouts, displays, modelbuilding clinics, etc. Adults $1, kids 50¢. Contact Jeffrey R. Brashares, 9617 Fernwood Dr., Olmsted Falls, Ohio 44138.

Nov. 7: 6th annual Train Show of Upstate Train Associates, Shaughnessey Hall, Church St., Schenectady, N.Y., 12 noon-5 p.m. Traction cars, toy, scale, diesel, steam trains on exhibit. Query H.J. Ferguson, P.O. Box 194, Mayfield, N.Y. 12117.

Nov. 13: Special one-day Sonora Baja Railroad, 312-mile trip from Mexacali to Puerto Penasco, Sonora, and return, sponsored by Pacific SW. Ry. Museum Assn. Charter buses from San Diego; reservations necessary. Write Barbarann Parker, PSRMA, P.O. Box 12096, San Diego, Calif. 92112.

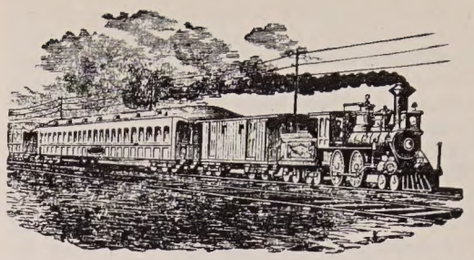
Nov. 19-Dec. 1: Western rail trip and sea cruise from New Orleans to Caribbean tropic islands, return N.O. for trip back to Calif. via Ft. Lauderdale and ride Gold Coast RR. Lv., return San Francisco via Amtrak for New Orleans. Write James Weinberger, tour director, R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062. ●

Pen Pals Wanted

(No charge for listing in this section.)

Miss Marian Rivera (age 21, single), 197-B D. Jakobsalem St., Cebu City, 6401, Philippines.

Lenny Eyre, 37 Peters Blvd. Central Islip, N.Y. 11722.



Miss Lucia S. Labrador (age 24, single), Lawaan, Talisay, Cebu, D-6404, Philippines, college student, interested in writing, reading books and magazines, cooking, household chores, wants men and women pen pals, any age.

Miss Belen Tabay (age 23, single), Atin Supermarket, Legaspi St., Cebu City, 6401, Philippines, salesgirl, reads books, writes, cooks.

Miss Edna Mabini (age 26, single), 145 Gorodo Ave., Lahug, Cebu City, 6401, Philippines, saleswoman, reads novels, sews, dances.

Jim Schwartz (age 15), 440 Miller Rd., Barrington, Illinois 60010, wants to hear from anyone interested in C&NW, CGW, or Palatine, Lake Zurich & Wauconda Ry.

Miss Thelma C. Sanchez (age 23, single), 182 Rizal St., Mandawe City, Philippines, writes letters, cooks, reads newspapers, magazines.

Miss Pamela Rosales (age 24, single), 480-C Gorodo Ave., Lahug, Cebu City, 6401, Philippines, reads novels, dances, swims, cooks.

T.F. Meroney (age 42), Box 15, Mocksville, N.C. 27028, desires correspondence with male and (single) female railfans interested in ACL, SAL, FEC, Southern.

Miss Edna C. Joo and Miss Leticia Lea S. Moroney, both of you forgot to send street address.

Miss Linda T. Montejo (age 22, single), 77-U.T. Padilla St., Cebu City, 6401, Philippines, reads magazines.

Miss Carmen Tautho (age 22, single), 73-U.T. Padilla St., Cebu City, 6401, Philippines, reads magazines.

J.M. Standing (age 33), United Kingdom Mission to United Nations, 845 Third Ave., New York, N.Y. 10022, will correspond with railfans anywhere who are interested in the British scene or preservation of railroadiana.

Miss Rosario Tan (age 30), 45 S. Osmena St., Lapulapu City, Cebu, 6427, Philippines, interested in reading, travel, meeting people.

Miss Irma Villaneuva (age 21, single), 75 A-A Lopez St., Cebu City, 6401, Philippines, sales representative, likes to read, meet people.

Miss Amelia Villanueva (age 28, single), same address, salesgirl, likes correspondence.

Miss Ma. Rodilla Marates (age 30, single), 935 L Salinas Dr., Lahuh, Cebu City, 6401, Philippines, student, likes to read, meet people. Miss Grace Marates (age 32, single), same address, enjoys reading, writing letters.

Miss Irma Villaneuva (age 21, single), 75 A-A Lopez St., Cebu City, 6401, Philippines, sales representative, likes to read, meet people. Miss Amelia Villanueva (age 28, single), same address, salesgirl, likes correspondence.

(Ed. note: We don't know why so many of these girls live in Cebu. Maybe some reader will tell us.) ●

For nearly 80 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

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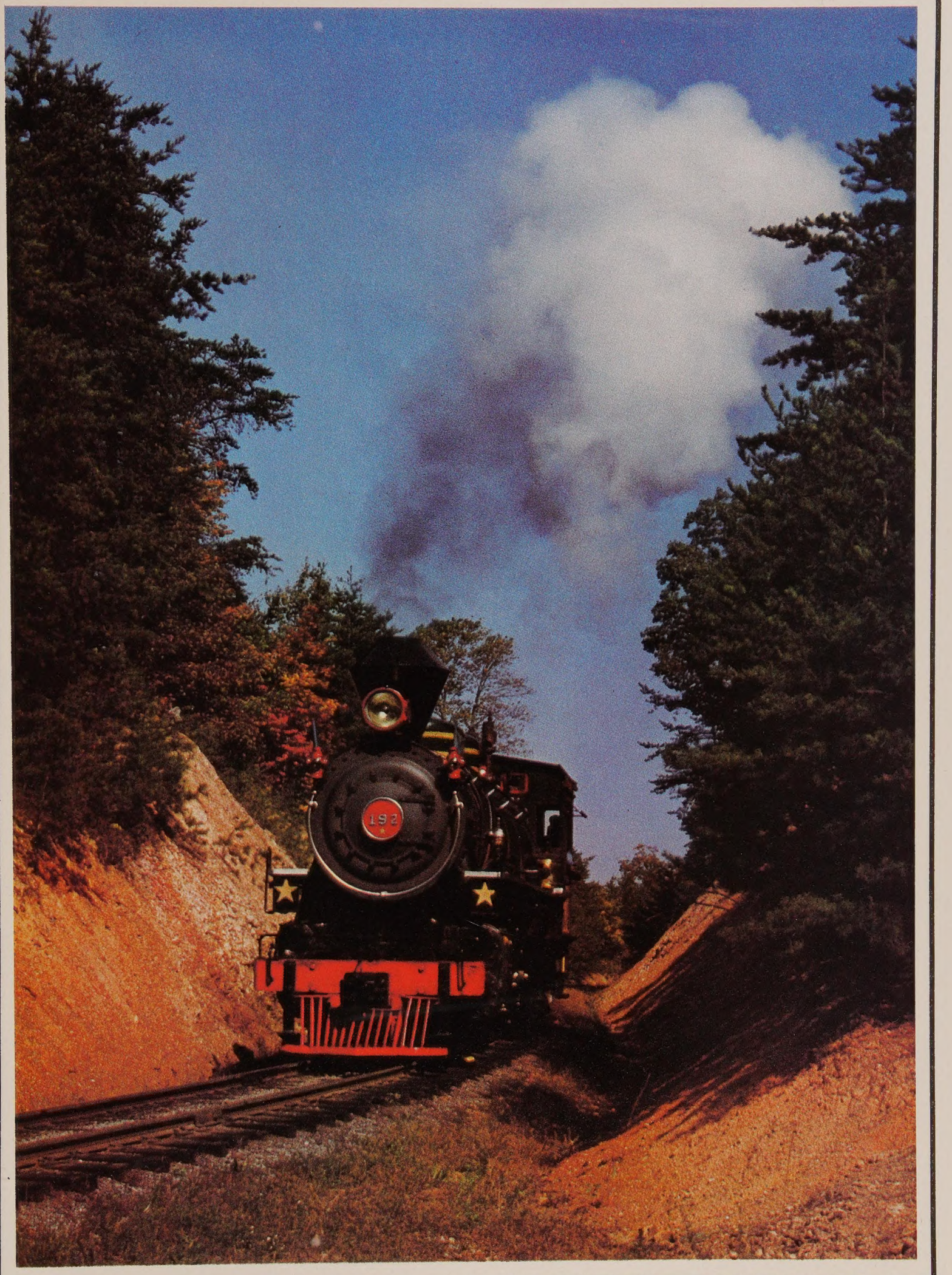
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